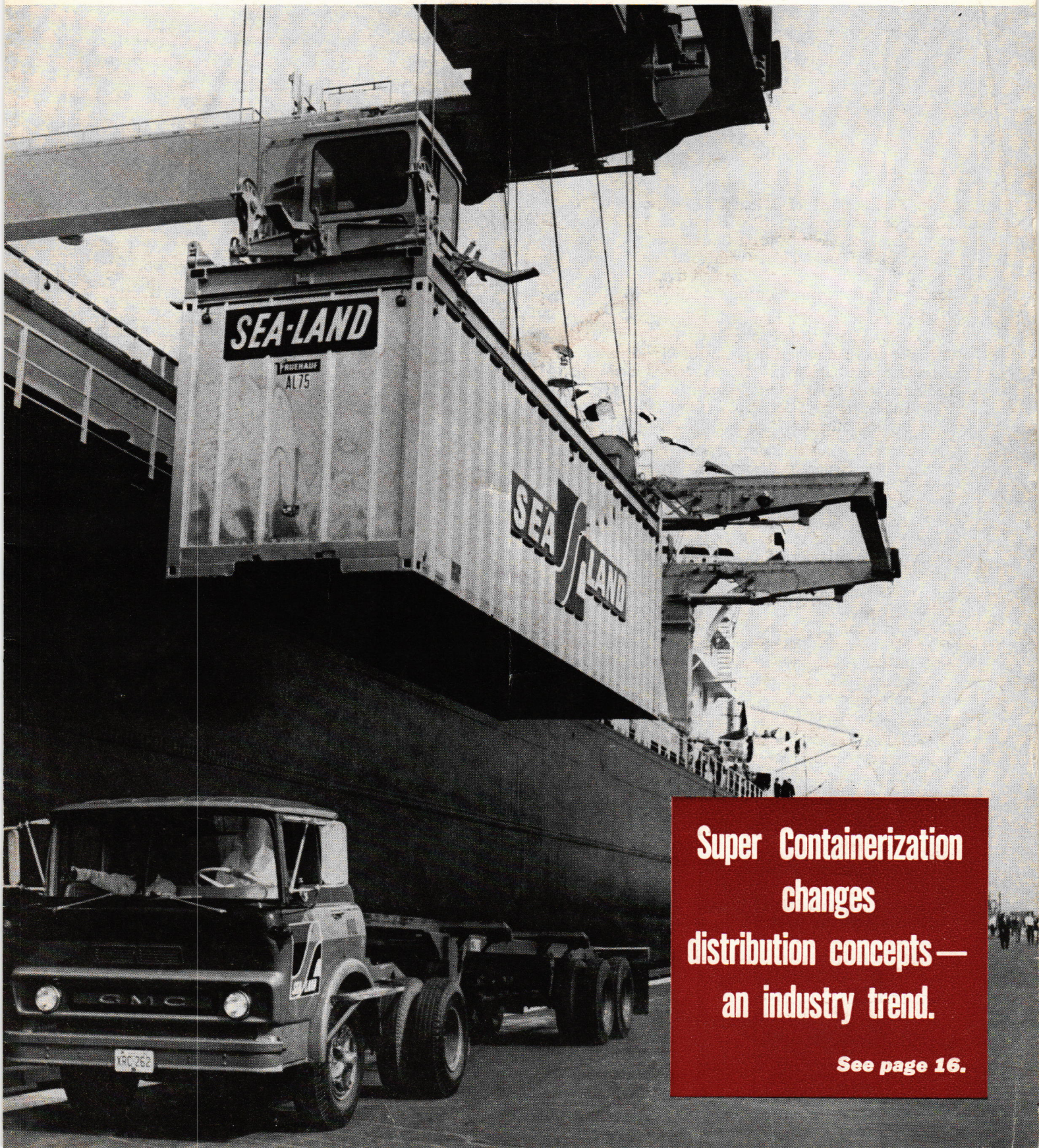


JULY, 1963

THE INTERNATIONAL  
*Teamster*  
DEDICATED TO SERVICE



**Super Containerization  
changes  
distribution concepts—  
an industry trend.**

**See page 16.**



# THE TEAMSTERS SALUTE ST. PAUL



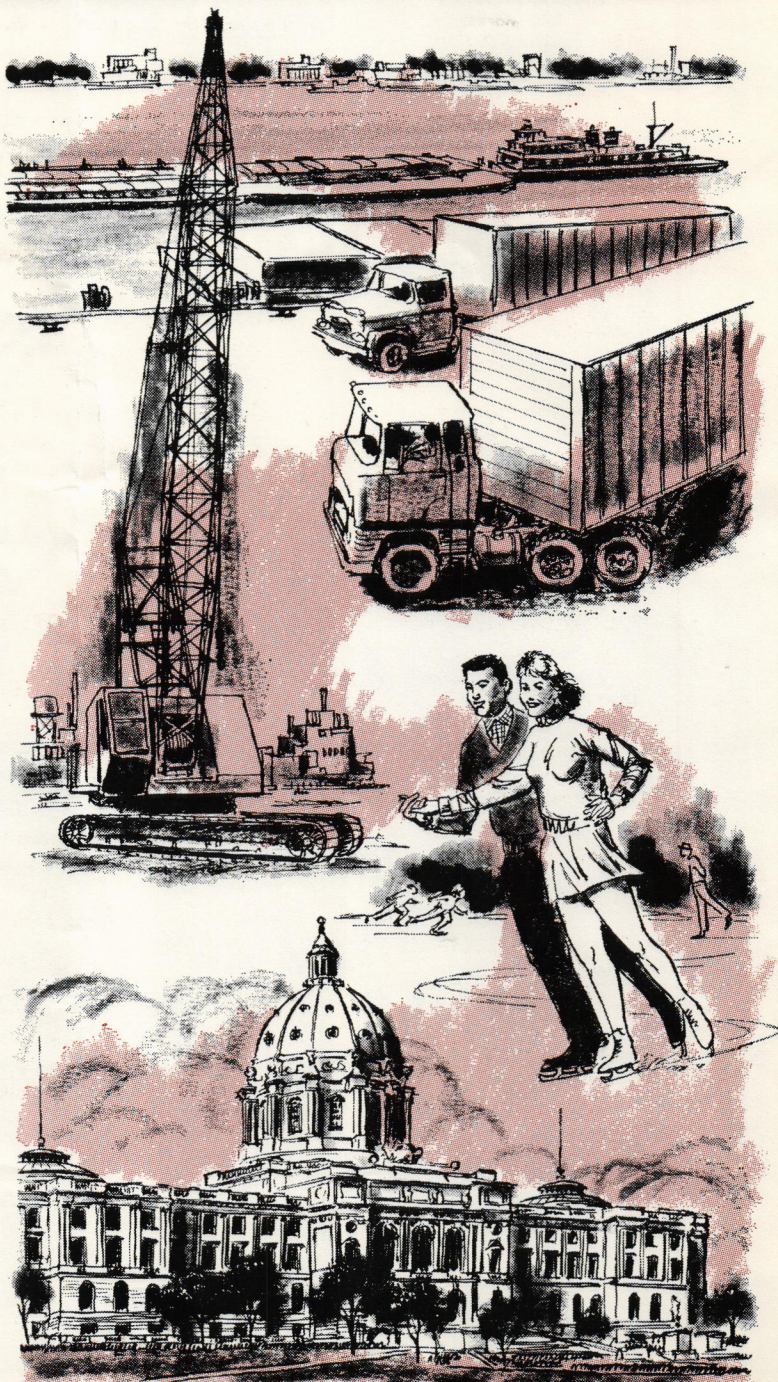
St. Paul, capital of Minnesota, 40th-ranking in U. S. population with a 1960 census of 313,209, is at the head of navigation on the Mississippi River. As one of the Twin Cities (with contiguous Minneapolis) it has become a trading and transport center for a vast northern section of the Middle West.

The land it is built on was bought from Indians by Zebulon Pike (who discovered the peak) in 1805. A trader with the fascinating name of Pig's Eye built a trading post but, in 1841, a priest built a chapel, dedicated it to Saint Paul, and persuaded the people to call their town "Saint Paul" instead of the considerably less attractive "Pig's Eye Landing."

A city of diversified industry, Saint Paul is a rail and trucking center (with over 100 firms operating from 37 terminals, trucking here ranks third nationally). Here is the world's largest producer of tapes and abrasives, largest producer of hoisting equipment, largest manufacturer of fire pumps and largest printer of law books. South Saint Paul has the nation's second-largest stockyards. The city, with a total of 754 manufacturing firms, is the fourth-largest printing and publishing center, electronic center, and fifth-largest cosmetic preparations center. Such citations illustrate both the size and diversity of industry in Saint Paul. Riverview Park, a planned industrial development, is one of the nation's few located immediately adjacent to facilities for truck, air, rail and water transportation.

Saint Paul has eight colleges and 357 churches and synagogues. Here is staged, annually, the nation's largest state fair. Within 50 miles there are two major rivers and 585 lakes for the sports enthusiast and fisherman. The Winter Carnival attracts thousands for nine days of gaiety in a winter wonderland in this area so well-known as a summer vacationland.

The International Teamster gives a rousing salute to the citizens of Saint Paul and the members of the nine local unions of Joint Council 34 which serve their transport and warehousing needs.



**American Cities—**

No. 40 in a Series



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# THE INTERNATIONAL *Teamster* DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

Volume 60, No. 7

July, 1963

**Teamster Executive Board Meets** 4  
*Hears report of health state of union*

**Cigar Firm Workers Quit AFL-CIO** 8  
*Bolt brewery workers for Teamsters*

**Teamsters Petition for Eastern Airlines** 11  
*Hearing held before mediation board*

**Sen. Morse Introduces 'Rights' Bills** 12  
*Will stop abuses by attorney general*

**DRIVE Motorcades Petition Congressmen** 22  
*Teamster political arm in action*

## On Page 16, a SPECIAL REPORT

### *Super Containerization Changes Distribution Concept*



The International Teamster has an average monthly circulation of 1,550,000 and an estimated readership of over 4 million (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

Deadline for copy is the 20th of the month preceding date of publication. August copy due July 20th.

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17 17

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## Safety, A Cost Item

ONE OF THE most frustrating jobs in the nation must belong to those publicists who are charged with dreaming up the catchy safety phrases which are supposed to startle the sophisticated, 20th century American motorist.

We can all recite many of these phrases as we cheat a little on the speed limit, as we cross the intersection after the yellow turns a little bit pink, as we take that extra little chance to save a minute or two.

"Slow Down and Live!"

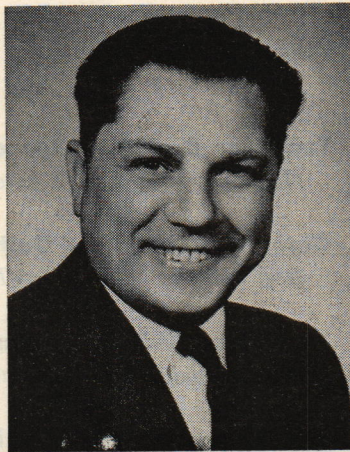
"The Life You Save May Be Your Own!"

Unfortunately, the question of highway safety and highway deaths has become nothing more than a numbers game, and not because of those who estimate the numbers. We have just gone through another long Fourth of July holiday. When the National Safety Council made its prediction of the number who would die in traffic deaths, news commentators gave us a running account of the numbers game. As the news came over our car radios, all of us were certain that none of us would become one of the statistics in the numbers game.

We in the Teamsters can point with rightful pride to those among us with million-mile records without a chargeable accident. But, who among us doesn't know of an instance in which one of our members snuffed out his life and the hopes and aspirations of his family in a moment of carelessness.

I doubt that any of the safety publicists will come up with the All-American safety phrase. Probably the sad fact is that we are too sophisticated to "slow down and live."

Maybe the safety folks should give us a dollars and cents evaluation of safety. How much does it cost the driver who wrecks his rig and spends a couple of months in the hospital? What is the cost to the driver who is approaching retirement and loses his life in an accident? What is the cost to the company in terms of damaged equipment, increased insurance premiums?



What is the cost in lost earning power, in disabilities which result, in lost profits to our employers?

There are, of course, problems over which we have little control. One is the unregulated carrier who looks upon proper upkeep of equipment as an unnecessary expense. We can lobby for regulations. But until the gypsy is brought under the same careful controls as the regulated carriers, we'll have to take our chances that his brakes are working, that his windshield wipers are doing a proper job, that the driver has had the proper rest.

But, from a strictly dollars and cents evaluation, we cannot afford to heed lightly those elements of safety over which we do have control. We cannot afford to be sophisticated motorists. Even as suave 20th century Americans, we'd better take the messages of the safety sloganeers to heart.

"Slow down and live to retirement so you can enjoy your pension."

"The life you save will be the one that provides for your family's economic needs."

Let's coin another safety phrase:

"If you are killed in a traffic accident, it will affect your standard of living."

And, on second thought, are we really so worldly-wise that traffic deaths and accidents are looked upon as merely one of the costs or penalties of being an affluent and 'civilized' society?

*James R. Hoffa*





## Protesting Discrimination

New Jersey Teamster officials have joined the parents of Negro students in picketing in Englewood, N.J., to protest racial imbalance in the city's elementary schools. While the pickets marched outside one school, students inside were engaged in a sit-in.

While allowed in the school, the Negro students were considered "un-registered guests" by school officials.

Union members had voted to support the parents by joining them on the picket line. Teamsters taking part were Michael Aride, Local 945; Larry DeAnglis, Local 999; Andy Contaldi, Local 866; Robert Tarantino, Local 418; Leon Lampron, Local 560; and Frank Santangelo, Local 723.

## New Pact at Campbell Soup

Some 1,200 members of Teamster Local 228 employed by Campbell South in Sacramento, Calif., have gained pay increases ranging from 5½ to nine cents hourly under a contract running to May 12, 1964.

The new agreement, calling for a top wage rate of \$3.53 hourly, also provides for a general improvement in fringe benefits and a \$500 life insurance policy, paid for by the company, for all retirees.

## Denver Dairy Found Unfair

NLRB Trial Examiner Louis S. Penfield has ruled that United Dairies, of Denver, was guilty of unfair labor practices in refusing to bargain with

Teamster Local 537 for drivers represented by that union.

The examiner recommended that the Board direct United to bargain with Local 537 and stop interfering with rights of employees to organize.

United fought off unionization for a long time by selling its routes and all their troubles to the drivers.

## Retirees Form Milwaukee Club

Some 200 retired members of Teamster Locals 200, 225, 257, and 344 formed an old-timers group in Milwaukee recently.

The old-timers elected officers and plan to meet monthly. Preliminary programs include both legislative and community interest goals.

## Local 888 Officer Handball Champ

Tony Ricci, secretary-treasurer of Teamster Local 888 in San Francisco, and his partner Jack Fortune, are the new San Francisco Elks Handball Champions.

Ricci and Fortune beat the ex-champs in 2 straight games to win the 1963 title recently.

## Plate Glass Men Join Teamsters

Teamster Local 100 in Cincinnati, Ohio, recently gained new members when employees of the Neuer Glass Co., changed their union affiliation from the Glaziers Union to the International Brotherhood of Teamsters.

The vote in the representation elec-

tion was conducted by the National Labor Relations Board. The Neuer employees all work on plate glass window jobs.

## Laundry Girls Vote Teamster

More than 3 dozen employees of F. W. Means & Co., in Portsmouth, Ohio, recently voted overwhelmingly for Teamsters Union representation in a National Labor Relations Board election.

There were 43 employees eligible to vote and 36 of them were women. The final count was 40 to 3 in favor of the IBT. The unit includes production, maintenance, janitorial, and lead women workers at the plant, an industrial laundry.

The new members will be on the roster of Teamster Local 413 headquartered in Columbus, Ohio.

## Joint Council 13 Has Newspaper

*Missouri Teamster* is the name of the new official publication of Teamsters Joint Council 13 headquartered in St. Louis, Mo.

Volume 1, No. 1, of the tabloid-sized newspaper had 12 pages and was circulated free of charge to the homes of 40,000 Teamsters belonging to 21 different local unions in eastern Missouri. It will be published on the 1st and 3rd Fridays of every month.

Jake McCarthy will edit *Missouri Teamster* which will carry official notices for Teamster Locals 6, 54, 133, 366, 367, 368, 405, 600, 603, 604, 610, 611, 618, 682, 688, 700, 709 in St. Louis; 21 at Hannibal-Quincy; 574 at Cape Girardeau; 833 at Jefferson City, and 864 at Rolla.

The Teamster Joint Council 13 officials are: International Executive Vice President Harold J. Gibbons, the president; Pete Saffo, secretary-treasurer; Edwin D. Dorsey, vice president; Robert F. Lewis, recording secretary; and trustees William Godfrey, Charles Grogan, and Pete Harris.

## Teamster Officer Killed by Train

Luverne W. Brogan, secretary-treasurer of Teamster Local 844 in Waterloo, Iowa, was killed last month at a grade crossing near Raymond, Iowa, when his car was struck by a freight train moving at 50 miles an hour. Brogan was driving to a nearby quarry on union business when the accident occurred.



Teamster General Executive Board is pictured here in Washington, D. C., Teamster headquarters, during the summer meeting of the board. The Board meets quarterly, and is presided over by Teamster General President James R. Hoffa who is pictured here at the head of the conference table.





## STATE OF THE UNION

# Teamster Executive Board Holds Summer Meeting

The International Brotherhood of Teamsters general executive board heard General President James R. Hoffa last month report on a healthy state of the union.

The Teamster executive board was convened in Washington, D. C., for its regular quarterly meeting.

Hoffa, reporting on the final results of the Philadelphia story called it "the last big raid of the AFL-CIO on the Teamsters."

Said Hoffa:

"We have destroyed the myth held by some in the AFL-CIO that there is a weak spot in this International Union. They have been taught at great expense and effort to them that even though we may have internal differences from time to time, we are united when under attack from the outside."

### Contracts Signed

The Teamster president reported that not only had the freight agreement with independent truckers and with truckers represented by an employers' association been finalized, but also a new three year agreement with the cab companies in Philadelphia also had been completed.

Hoffa stated that with the Philadelphia freight negotiations completed, the International Union is now in position to bargain for a national freight agreement in 1964, as Philadelphia was the last area which needed to be brought into the structure of the national agreement pattern.

Speaking on the integration problem now shaking the nation, Hoffa stated that the Teamsters could be proud that they did not have to run to the White House as other AFL-CIO unions have done and sign pledges that they would not discriminate.

"When they sign the pledge, they

admit that they have been discriminating. This union has followed a policy of no discrimination for years, and we don't have to promise not to discriminate any more. We practice equal rights, we don't preach it."

Hoffa spoke previous to a presentation by Alton Davis, executive secretary of the Emancipation Proclamation Centennial, who asked that the

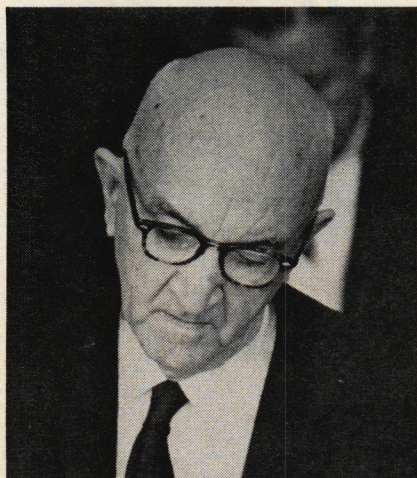
Teamsters be one of the exhibitors at the Centennial's exhibition at McCormick Place in Chicago. The board approved the purchase of space and the preparation of an exhibit.

Teamster vice presidents reviewed the progress of strike activity in their respective areas and were complimented by the General President for the low level of strike activity through-

**Teamster General President convenes over board meeting and listens intently to discussion among vice presidents. To Hoffa's right is Executive Vice President Harold J. Gibbons.**



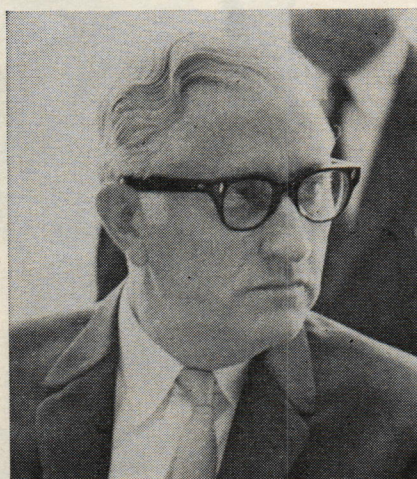




**John F. English**  
Secretary-Treasurer



**John T. O'Brien**  
Chicago



**Gordon R. Conklin**  
St. Paul

out the International Union in both areas of contract settlements and new organization.

#### Legal Activities

In their report to the general executive board, the Teamster lawyers reported on the following cases:

1. The NLRB has held that an employer violated the Taft-Hartley Act in granting superseniority to strike-breakers, and this holding has been upheld by the supreme court in *NLRB v. Erie Resistor Corp.*

2. The supreme court has held that the agency shop requiring non-members to pay the equivalent of dues and initiation fees is legal under Taft-Hartley, but also ruled that agency shops can be outlawed under state 'right-to-work' laws.

#### Seizure Law

3. The supreme court has struck down a Missouri public utility anti-strike law which provided for state seizure of public utilities during strikes and prohibited employees from continuing their strike during the seizure. The supreme court found that the device of seizure under the Missouri law was a fiction and hence a "seized" utility did not become a governmental corporation exempt from Taft-Hartley coverage.

#### Teamster Cases

4. The supreme court has agreed to hear arguments in Teamster cases; a. In the Moore case (Local 89) in which the Kentucky court of appeals refused to uphold a decision of the Automobile Transporters Joint Conference Committee which ordered merger of seniority rosters covering employees of two competing companies when the companies exchanged certain operating rights.

b. The so-called Tree Fruits case, in which the NLRB seeks reversal of a circuit court ruling that picketing of consumer entrances of a retail grocer which intended only to persuade customers not to purchase struck apples did not violate Taft-Hartley.

5. A court of appeals in New Orleans has reaffirmed an NLRB decision that an employer unlawfully discriminates against his employees when he intentionally places known union adherents in jobs which require them to cross picket lines of other unions in order to perform their work and



**Joseph J. Diviny**  
San Francisco



**Frank Fitzsimmons**  
Detroit



**Thomas E. Flynn**  
Washington, D.C.



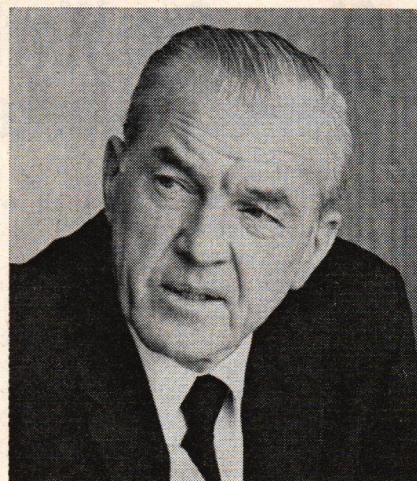


**Murray W. Miller**  
Dallas

upon their refusal to cross picket lines uses such refusals as an excuse to discharge the employees.

6. The New Orleans court of appeals has upheld an NLRB order requiring a manufacturer of house trailers to re-establish his delivery department, reinstate discharged truck drivers, and bargain with the union over the company's decision to subcontract delivery functions. This indicates the court's approval of the NLRB view that subcontracting, even for economic reasons, is a mandatory subject for bargaining.

7. A Chicago federal district court has held that a contract provision with a retail grocer association which restricts the sale of meat to the hours between 9 a.m. and 6 p.m., does not violate the Sherman Anti-trust Act.



**John O'Rourke**  
New York

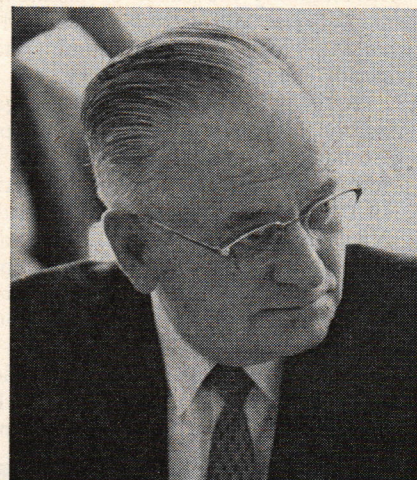
#### Initiation Fees

8. The NLRB has reaffirmed its position that a union's offer to waive its initiation fees for all those employed at the time of a representation election in the event the union wins the election, does not constitute grounds for setting the election aside.

9. The NLRB has decided that a local union did not unlawfully discriminate against temporary employees by processing a grievance of an employee whose seniority was adversely affected by the employer's grant of seniority standings to the temporary employees.



**George E. Mock**  
Sacramento



**John B. Backhus**  
Philadelphia

### Conference Meetings

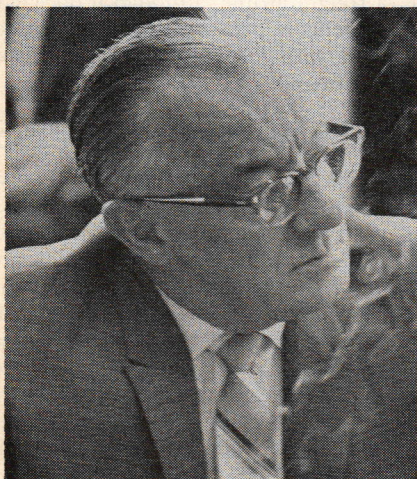
**Southern Conference of Teamsters, Dallas, Texas; July 15, 16, and 17th.**

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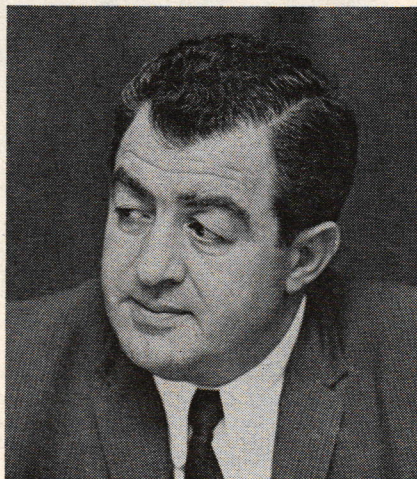
**Western Conference of Teamsters, Los Angeles, California; July 22, 23, and 24th.**

•

**Central Conference of Teamsters, Chicago, Illinois; September 13, 14, and 15th.**



**Harry Tevis**  
Pittsburgh



**Anthony Provenzano**  
Union City, N.J.



# Cigar Co. Workers Quit AFL-CIO Brewery Workers for Teamsters

More than 1100 employees of the D.W.G. Cigar Company, a firm with production plants in four cities, have rejected 13 years of representation by the AFL-CIO Brewery Workers and have joined the Teamsters in a recently completed National Labor Relations Board supervised election.

The production, maintenance employees and drivers work in Lima, Delphos and Van Wert, Ohio, and in the company's plant in Detroit.

Local 908 in Lima, Ohio, petitioned for bargaining rights upon the workers' petition to the NLRB to decertify from the Brewery Workers Union. Investigating the cause of dissatisfaction, Local 908 found wages as low as \$1.27 per hour and found a staggering backlog of grievances.

Assisting Local 908 in the organizational drive were officials of Joint Council 44, and representing the International Union at a mass meeting of the Ohio employees were Executive Vice President Harold J. Gibbons; and Lawrence Steinberg, personal representative of Teamster President James R. Hoffa and president of Joint Council 44.

Local 908 was awaiting certification as bargaining agent by the NLRB following the election, and was pre-

pared to begin contract talks to correct some of the negotiated inequities resulting from 13 years of representation by the AFL-CIO Brewery Workers.

## • D.C. Settlement

Seven hundred members of Teamster Local 639 ended a month-long strike in Washington, D. C., with greatly improved contracts for ready-mix concrete truck drivers and dump truck drivers.

Some 450 concrete drivers agreed to a new 3-year contract calling for a 40-cent hourly wage increase over the years. Some 250 dump truck drivers settled earlier for a 27½-cent hourly wage gain over a 3-year agreement.

Both contracts provided improved welfare and pension clauses.

## • Shoe Agreement

Increases totaling more than 50 cents over a 5-year agreement were negotiated recently by Teamster Local 688 in St. Louis with Brown Shoe and Wohl Shoe companies.

In the past the companies, although under the same ownership, had negotiated separately according to Local

688 President John Naber, but this time the rank-and-file committees worked together under the direction of Business Representative Dan Porter.

The wage increase will bring the rates to between \$3.34 and \$3.52 in the last year of the warehouse contract which will be in effect until May 1, 1967, for 600 employees of the shoe plants.

Other gains in the contract included improved holiday and vacation language, and a new clause to provide medical and hospital care for retired workers.

## Slick Airways Employees Vote For Teamsters

Approximately 150 employees of Slick Airways, Inc., have selected the Airline Division of the International Brotherhood of Teamsters as their bargaining agent in a recent representation election conducted by the Federal Mediation Board.

Also contesting for bargaining rights was the International Association of Machinists. The Slick employees rejected continued representation by the Machinists by a 2 to 1 majority.

The bargaining unit is composed of mechanics, cleaners, fuelers and stock clerks.

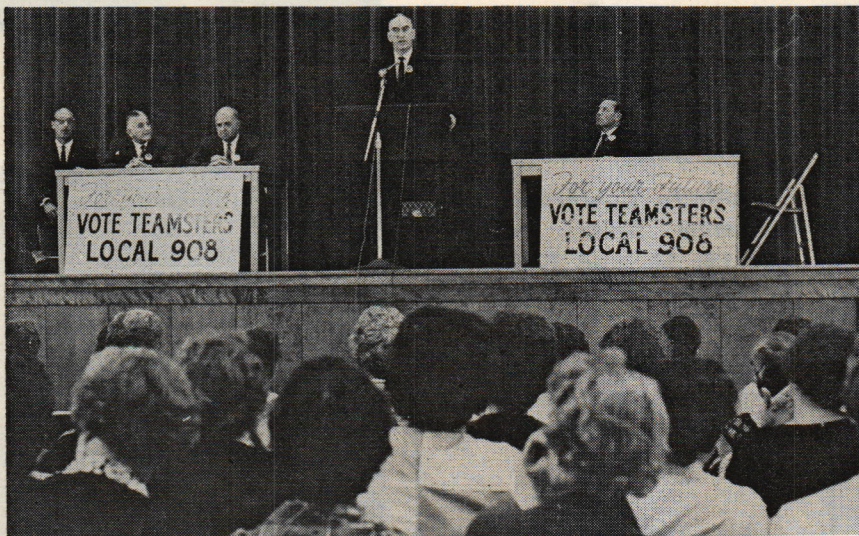
Commenting on the results of the election, Henry Breen, IBT airline division director, stated that the division would be in negotiations soon for a new agreement for the new Teamster members.

Slick Airways, Inc., with its main office in San Francisco, is primarily a freight airline, although it does carry passengers occasionally under its contract with the Military Air Transport Command.

## • Minneapolis Contract

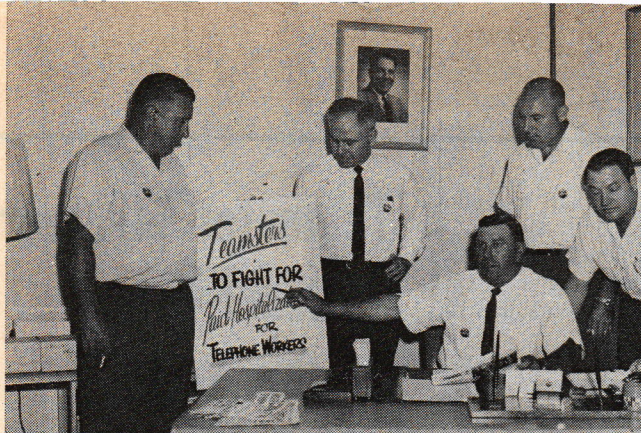
Some 1,200 members of Teamster Local 974 recently ratified a new 2-year agreement with the Minneapolis Area Auto Dealers Assn., guaranteeing wage increases ranging from 16 to 22 cents over the life of the contract.

Howard G. Fortier, Local 974 secretary-treasurer, said the agreement was retroactive to last April 15 and provided for a wage hike of 12 cents the first year and 10 cents the second year for journeymen mechanics, bodymen, painters, service salesmen, and parts countermen.



D.W.G. Cigar Corp. employees listen to an address by Teamster Executive Vice President Harold J. Gibbons in Lima, Ohio. Nearly 1100 employees of the company recently quit affiliation with the Brewery Workers, AFL-CIO, and voted for Teamster membership. Seated in picture (left to right) Burl Kohli, Local 908 business agent; Edward Haumesser, Local 908 recording secretary; M. G. Redinbo, Local 908 secretary-treasurer; Gibbons; and Lawrence N. Steinberg, personal representative of Teamster President Hoffa.





**MAPPING STRATEGY:** Roy Williams, IBT general organizer and president of Teamster Joint Council 65, Kansas City, points to sign which was carried by Teamster pickets before hall where Communication Workers of America, AFL-CIO, recently met. Left to right are Joseph Bates, Frederick Squires, Williams, Bert Clouse, and Walter Casey.



**CONVENTION PICKETED:** Distributing handbills and carrying signs demanding company-paid hospitalization insurance for all telephone workers, Teamsters from locals of Joint Council 56, Kansas City, gave delegates to the CWA convention something to talk about in an otherwise cut and dried meeting.

# Teamster Pickets Protest Poor Telephone Workers' Fringe Benefits

When Teamsters picketed the annual convention of the Communications Workers of America in Kansas City, last month, both management and the AFL-CIO union in the vast AT&T corporate complex had felt the sting of truth in the Teamster message.

Earlier last Spring, Teamster pickets had carried the message on picket signs in front of a stockholders' meeting of the American Telephone and Telegraph Company.

The message:

"Telephone workers deserve company paid hospitalization!"

Delegates to the CWA convention agreed when Teamster literature passed out at the entrance to the convention hall informed them that small trucking companies employing three and four persons pay the whole bill for employee health and welfare plans under Teamster negotiated contracts.

It is almost incredible that the \$27 billion AT&T monopoly does not pay its employees hospitalization. It was even more unbelievable to many delegates that their union, the ineffective CWA, was not leading the fight for company paid medical insurance.

Picketing at the CWA Kansas City convention was in conjunction with a drive of Teamsters to organize 25,000 plant employees of the New York Telephone Company.

These plant employees, now members of the CWA, have signed thousands of cards authorizing the National Labor Relations Board to conduct an election giving employees a choice of Teamster representation.

Roy Williams, IBT general organizer and president of Teamster Joint Council 56 in Kansas City, pointed

out that the Teamster drive on behalf of telephone workers was already paying dividends to the extent that the phone company in Michigan had granted partially paid hospital insurance.

Williams pointed out that the pressure by Teamsters would continue until all other companies in the giant Bell system made similar concessions in negotiations.

## Boeing Test Pilots Vote To Join the Teamsters

Another Teamster organizing first was scored last month when test pilots of Vertol Division of Boeing, at Morton, Penna., voted to be represented by Teamster Local 312.

A local of the United Auto Workers, AFL-CIO, was on the ballot, too, but received no votes.

The victory for Local 312 was especially significant in view of the staunch opposition put up by the company and by an association of aircraft manufacturers.

Boeing Chairman William L. Allen fought the test pilots efforts at organization into a Teamster unit both as chairman of Boeing and as president of the Aerospace Industries Association.

Following the recommendation of a National Labor Relations Board field examiner that an election be held among the test pilots, both Boeing and the industry association filed briefs asking for review of the field exami-

Still another message rang home to CWA convention delegates. Teamster literature pointed out that Teamster freight contracts wipe out wage differentials, that a dock worker in Little Rock, Arkansas, makes the same as a dock worker in Los Angeles.

Geographical differentials imposed on telephone workers range as wide as \$25 from coast to coast for workers doing exactly the same work.

ners recommendation. The NLRB upheld its field examiner and ordered the election.

Wrote one test pilot during the proceedings leading up to the election:

"It becomes apparent that in addition to the Boeing complex, the power and political influence of the entire aircraft industry is being brought to bear to prevent test pilots from being represented and thus establishing a precedent in the industry."

Wrote the pilot in a letter to Teamster President James R. Hoffa:

"There is little that we can do to prevent these powers of industry from exerting their political influence to deny us the right to an election. All we can do is remain determined as a group and hope that you and the International Brotherhood intervene to balance and overcome these overwhelming odds."

The pilot went on to underscore his group's need for union representation:



"The need for success is very important to our group as well as all pilots throughout the industry. To us it will mean that we will be able to bargain instead of beg, obtain a standard enjoyed by our contemporaries throughout the industry, instead of a small fraction thereof, possibly stem

the replacement of civilian test pilots by military pilots, and to squelch the threats made by several management representatives, "that we never work again in industry for pursuing this course of action."

David Fekay is president and Vincent Dougherty is secretary-treasurer of Local 312.

## Hero Medal Presented Teamster By Commerce Secretary Hodges

Teamster William E. Shaw's swimming abilities are limited to dog-paddling yet he still jumped into a canal 30 feet wide and 10 feet deep to rescue a small child one year ago.

For his heroism, Shaw, a member of Teamster Local 537 in Denver, recently was awarded the 1963 Pasteur Gold Medal awarded annually by the Milk Industry Foundation. Secretary of Commerce Luther H. Hodges made the actual presentation of the medal to Shaw in the Commerce Building in Washington, D. C.

It was on June 19, 1962, that Shaw, a retail milk driver-salesman for Crescent Creamery in Grand Junction, Colo., was making the rounds of his route.

Two small boys attracted his attention and told how a little girl had just fallen into the nearby Grand Valley Canal, an irrigation ditch run-

ning high with icy water fresh from the Rockies.

Shaw raced to the banks of the canal and saw the child. He jumped into the cold water, grasped the girl, and brought her back to the bank. Shaw was so exhausted from the ordeal, however, that he could not get up over the edge of the canal bank. Men from a nearby construction job pulled Shaw and the little girl to safety.

Secretary Hodges commended the Teamster's courage when presenting the medal and said:

"Because of your disregard for your own safety and because of your heroic efforts last June in rescuing Royann Velasquez, age 30 months, from death by drowning, I am proud to present to you, Bill Shaw, the Louis Pasteur Gold Medal of the Milk Industry Foundation for outstanding heroism."

Teamster William Shaw (right) is shown receiving a gold medal for heroism from Commerce Secretary Luther H. Hodges (left) as Edwin L. Peterson, executive director of the Milk Industry Foundation, witnessed the ceremony in Secretary Hodges' office. The Milk Industry Foundation sponsors the medal which is awarded annually.



## Teamster Member National Driver Of the Year



William C. Nunley

William C. Nunley, a long-time member of Teamster Local 823, has been named National Driver of the Year for 1963 by the American Trucking Associations.

Nunley won the honor as the trucking industry's model of driver safety and courtesy, plus occasional heroism, on the basis of a 30-year driving career that included 2,225,000 miles without an accident.

The 52-year-old Nunley, a Tennessee born resident of Baxter Springs, Kan., drives a tractor-trailer combination on a turn-around run into Oklahoma and Texas for Yellow Transit Freight Lines of Kansas City, Mo., a regular route common carrier.

As an employee of the firm's Oklahoma City office, he was the nominee of the Associated Motor Carriers of Oklahoma, Inc., which hailed him as its 1962 Driver of the Year.

In addition to his unblemished driving record, Nunley was cited by Yellow Transit for assisting "hundreds of motorists" in trouble and for "acting heroically on occasions."

In March of last year, authorities credited Nunley with saving an ambulance driver from death or severe injury at the hands of a dangerous mental patient. The patient slipped his bonds near Wagoner, Okla., and struck the ambulance driver on the



head, causing the vehicle to go into a ditch. About that time, Nunley came along and helped the driver subdue the patient.

In another instance, when a crippling ice storm had snarled highway traffic over the state, Nunley encountered an Army officer whose car had broken down near Adair, Okla., while he was taking his seriously-ill wife to a hospital.

Realizing the hazards an ambulance would face on the icy roads and the importance of time, Nunley assumed the risk himself and towed the couple in their vehicle to Pryor, Okla., where the woman received medical attention.

The three impartial judges who made the ATA award were also impressed with Nunley's non-driving safety activities.

Nunley's work in the research and development of safety devices was instrumental in the installation of safety belts in Yellow Transit's truck fleet. As a driver-trainer for the past 10 years, his students have amassed a cumulative safety record totaling hundreds of thousands of miles.

Nunley has been a member of the Teamsters Union 26 years. During that period, Yellow Transit spokesmen estimated he has safely hauled 328

million pounds of valuable freight without incurring as much as a scratched fender.

In that 26 years, and in four previous years with two other Oklahoma-based companies, Nunley has never been charged with a moving traffic violation nor arrested for a traffic offense.

Nunley is married and both he and his wife are active church-goers. Hunting and fishing are his hobbies but he also finds time to work with youth organizations and to make radio-tv appearances for safety causes in the Missouri-Kansas-Oklahoma region.

## Teamsters Petition National Mediation Board For Representation Election at Eastern Airlines

The effort of Eastern Airlines employees wanting to disaffiliate with the International Association of Machinists and join the International Brotherhood of Teamsters moved closer to reality last month in a hearing before the National Mediation Board.

The Teamster Airline Division has filed for a representation election and an election hinges on a hearing held

last month before a Mediation Board hearing officer.

The delaying tactics of the Machinists have thus far kept the election from being held.

The Teamster Airline Division already represents airline employees at Western Airlines, Flying Tiger Lines, Pan American World Airways, Los

Angeles Airways, and Slick Airlines.

The Eastern election will involve 5700 employees in 33 states across the nation.

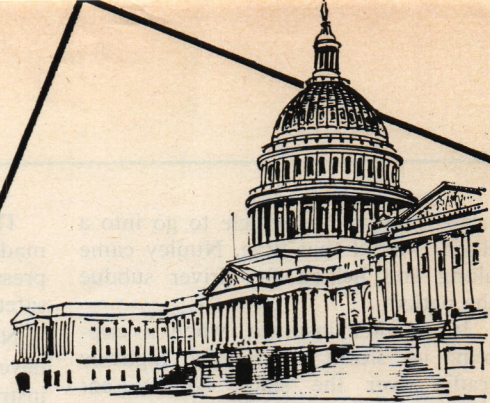
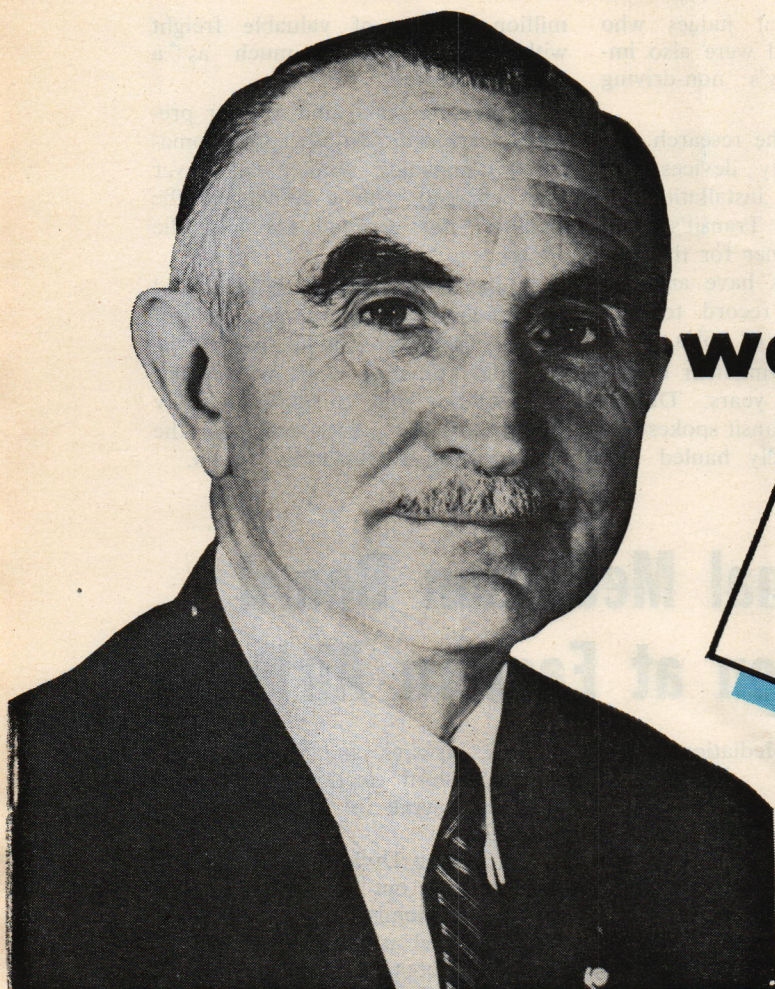
The Airline Division of the Teamsters turned out its full force of lawyers, economists and airline division personnel at the Mediation hearing in an effort to consummate a quick election.

Teamsters push their case before the National Mediation Board. At head table, Mediation Board Hearing Officer T. E. Schoonover. Seated at wall, left to right, D. C. Miller, R. A. Connerty, G. A. Martin, and W. C. Molesworth, Eastern Airlines representatives. Clockwise around table, Herb Thatcher, Teamster attorney; Al Weiss, Teamster chief economist; Roy

Barnes, Teamster economist; Norman Goldstein, William Ferchak, Duvall Inge, and Duane Barnett, Teamster Airline Division representatives; Garr DeMarco, Teamster attorney; Frank Heisler, IAM representative; George Christensen, IAM attorney.







# SENATE BILLS WOULD CORRECT JUDICIAL *Abuses*



## Senator Wayne Morse

Senator Wayne Morse has introduced two bills in the U.S. Congress which are specifically designed to stop government prosecutors from carrying out personal vendettas against private citizens.

The bills will stop harassment by indictment by guaranteeing an accused citizen a speedy trial, and will insure a more fairly conducted trial by putting a stop to trial by press release which can prejudice prospective jurors.

Although the bills are designed to stop abuses in the judicial process which have been under criticism for years, they have been brought into sharp focus by Attorney General Bobbie Kennedy's personal vendetta against Teamster President James R. Hoffa.

If passed, the measures would deal sharply with Bobbie's practice of putting a case on the court docket, asking that it be removed, rescheduling it, and then having it removed and the

charge incorporated in another indictment, thus never giving the accused a chance to clear his name.

The measures would also put a stop to Bobbie's practice of issuing a damaging press release with each announcement of an indictment.

The Morse bills have already drawn considerable interest from other senators. The measures are co-sponsored by Senators Olin Johnston, S. C., chairman of the judiciary committee which will study the bills: Hiram L. Fong and Daniel K. Inouye, both of Hawaii; and Stephen Young, of Ohio.

Other senators who expressed an interest in the Morse measures during his three and one-half hour presentation on the senate floor were: Senators Thomas Dodd, of Connecticut; Kenneth B. Keating, of New York; Herman Talmadge, of Georgia; Everett Dirksen, of Illinois; Gale McGee, of Wyoming; and William Proxmire, of Wisconsin.

Senator Morse used the so-called

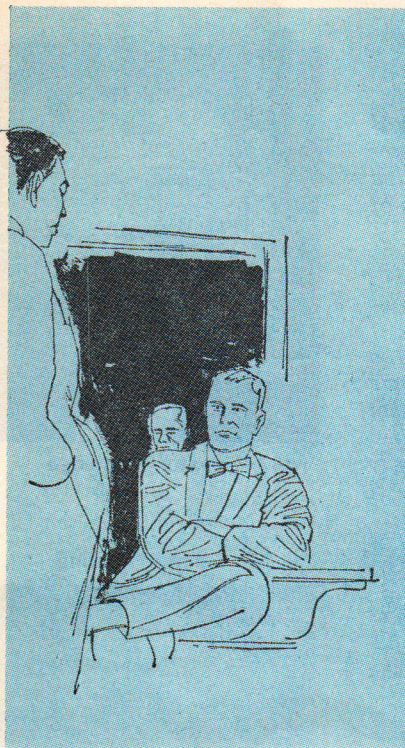
Sun Valley case against Hoffa as an example of harassment by indictment.

The Sun Valley indictment was originally returned December 7, 1960. Considerable newspaper publicity and TV and radio coverage was given to the indictment, which was subsequently dismissed by a federal judge because it was improperly brought. Bobbie returned another indictment on July 12, 1961. On the urging of Hoffa's lawyers, a firm trial date was set for October 15, 1962.

But in the meanwhile, the Justice Department under Bobbie Kennedy's direction, set aside the Sun Valley case in order to pursue what it thought was a more promising case in Nashville, Tennessee. This case ended in a mistrial with the jury split 7 to 5 for acquittal.

Now, asking for a dismissal of the Sun Valley case, after blackening Hoffa's name for almost three years, the Justice Department said the charges were incorporated in a new





## Law Professor Says Hoffa Treated Unfairly

*The way in which James Hoffa's constitutional rights have been disregarded, has drawn comment from a number of leading university teachers. Daniel M. Berman, Associate Professor of government and public administration at American University, Washington, D. C., and formerly the staff consultant of the United States Constitutional Rights Subcommittee, had this comment:*

*"The multiplicity of thus far unsubstantiated charges to which James R. Hoffa has been subjected strikes me on its face as a serious violation of the right to be free from unfair governmental action.*

*"My impression is that every time Mr. Hoffa is acquitted of one criminal charge, the Attorney General makes haste to level still another charge against him. Defending oneself in a series of criminal trials involves considerable expense as well as physical strain and mental anguish. Unless government is to become an engine of tyranny, the Attorney General might well consider the broader aspects of his personal war against Hoffa."*

indictment in Chicago. Strangely enough, a co-defendant in the Sun Valley case was not named in the Chicago indictment.

All this legal finagling leaves a strong impression that the government knew it had no case in Florida all along, and was holding the indictment on the docket merely to "convict" Hoffa by press releases and public statements.

The first of Morse's bills will stop this practice by providing that a defendant, in accordance with his right to a speedy trial under the Sixth Amendment to the Constitution, shall be tried not later than nine months after indictment.

Senator Morse read into the record a memorandum submitted by Hoffa's attorney, Frank Ragano, in the Tampa, Florida, so-called "Sun Valley case." Morse raised a number of questions about actions by the government, which kept the indictment open for almost three years and then requested dismissal, giving Hoffa no opportunity to disprove the charges, which had been widely publicized during all that time.

Press releases issued by the Justice Department also were inserted by Senator Morse. One of these—titled "Summary of Past Criminal Actions Against James R. Hoffa"—reviewed past charges made against the Teamsters President in some detail, although

the charges were never upheld in court.

"It is alleged," said Senator Morse, "that the issuing of such press releases constitutes a trial of the defendant in the press by the Department of Justice, which has a detrimental effect upon the defendant and makes it difficult for him to obtain a fair jury—and without a fair jury there can be no fair trial."

The series of press releases inserted into the record showed how the Justice Department had dug up old cases and old charges to create the impression that the recent indictment is of an individual who allegedly has a bad previous record, failing to emphasize that the charges had either been dismissed or the man acquitted.

Senator Morse also submitted an affidavit by Robert E. McCarthy, Jr., a co-defendant in the Sun Valley case, which revealed that McCarthy had been contacted by two federal agents who offered a "deal" which would have given him immunity if he would "cooperate" by supplying them information. This was in late May, 1963, and the agents gave McCarthy a deadline if he "should change his mind" and cooperate. The deadline, by coincidence, was June 4, 1963, the date the Justice Department (unknown to McCarthy) was planning to ask dismissal of the Sun Valley indictment and announced a new indictment in Chicago against Hoffa.

The Senator at the outset of his speech, in pointing to the constitutional abuses which Hoffa has suffered, announced that the first two bills were but a parcel of several measures he would introduce—the other five at a later date.

He credited Professor Philip B. Kurland, of the Law School of the University of Chicago, with providing background information and legal drafts of the measures.

Professor Kurland is the editor of the *Supreme Court Review*, and a noted scholar in the field of constitutional rights, criminal law and federal criminal procedure. In introducing S. 1801 and S. 1802, Senator Morse said that he was aware that some of his detractors would say that these measures were "Hoffa bills." "It does not make any difference to me what a man's name is, what his record is, or who he is. If the problem involved raises questions of public policy, the voice of the senior Senator from Oregon will never be silenced because of any fear of what detractors may say," Senator Morse asserted.

With that, Senator Morse introduced the bills:

\*S 1801—a bill to effectuate the provisions of the Sixth Amendment requiring that defendants be given a speedy trial. The Morse bill provides that the defendant be tried not later than nine months after indictment.

\*S 1802—a bill to protect the integ-





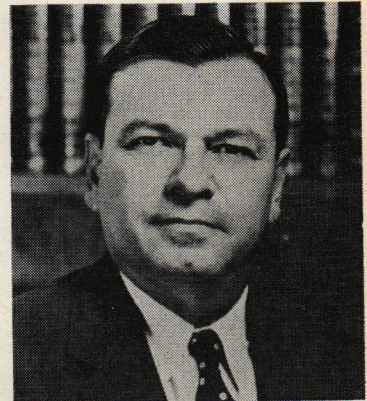
Senator McGee

**Senator McGee:**

*Does not the power of the Attorney General of the United States to hold an indictment over the head of an accused for an indefinite period of time likewise unfairly endanger the rights of the accused?*

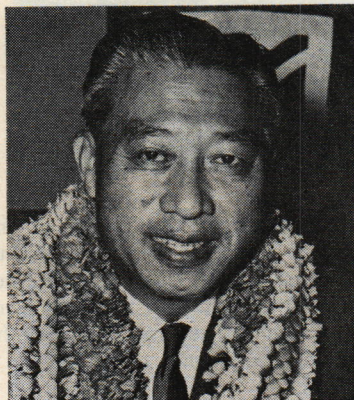
**Senator Talmadge:**

*It is my opinion that anyone indicted for a crime, whether it be in a Federal court, a State court, or any other court, under Amendment Six of the Constitution of the United States, would be able to demand and receive a speedy trial.*



Senator Talmadge

Senator Fong



**Senator Fong:**

*In this regard, many have raised the question as to whether some of these constitutional standards of fair play have not been followed in the James Hoffa case.*

**Senator Keating:**

*Under our concepts of due process, of course, cases must be tried in the courts and not in the newspapers, and public comments by lawyers on the merits of the pending cases generally is condemned by the canons of professional ethics.*

Senator Keating



Olin Johnston  
Co-sponsor

rity of the court and jury functions during criminal cases, by making it contempt of court to publish information not properly admitted in a criminal case.

The courageous Morse admitted to Senator Beall of Maryland, in colloquy on the "trial by press" bill that he would "undoubtedly be criticized and attacked by some persons for alleged interference with the press."

Nevertheless, Morse pointed out that he offered the bills on the basis

of evidence which established a *prima facie* case for them.

It was in response to Senator Proxmire's questions on 40 states—which now have laws assuring a speedy trial — that Senator Morse's eloquence showed itself.

"One need only to walk out the front door of the Capitol a few hundred yards and stand in front of that great citadel of Justice—the Supreme Court—to be a better American everytime one stands there, for

**. . . . Quotable Quote**

With neither the bar associations nor the research projects prepared to beard the lion in his den, the Douglas in his hall, it remains for a courageous legislature to direct the prosecutors in the Federal court to behave with the minimal decency implicit in the Sixth Amendment to the Constitution.—*Philip B. Kurland, professor of law, University of Chicago, editor of Supreme Court Review of 1962.*





Senator Dodd

**Senator Dodd:**

*The Senator from Oregon, in my opinion, has given us real remedies. If we are to talk about fair play and even-handed justice, it is high time that we corrected the situation.*

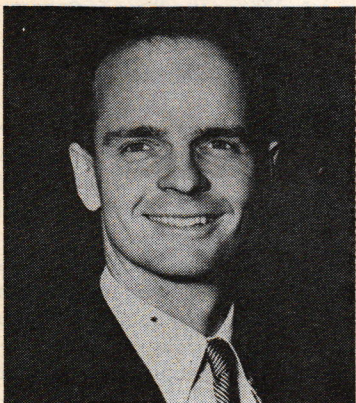
**Senator Dirksen:**

*I have already asked for and have had done a little work in this field, and I shall follow with interest and read with great interest the remarks of the distinguished Senator from Oregon.*



Senator Dirksen

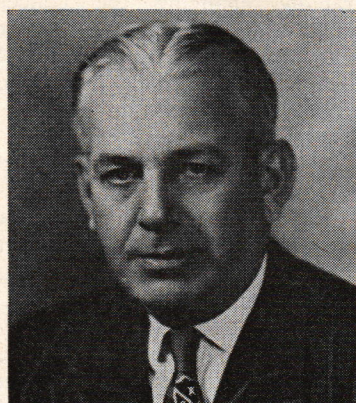
Senator Proxmire

**Senator Proxmire:**

*I understand that Professor Kurland has drafted the proposed law, together with the Senator from Oregon, with universal application in mind. It is true that the Hoffa case may have provided a dramatic example, but this proposal unquestionably has universal application, and I take it there are many other instances which could be adduced to support both these bills.*

**Senator Beall:**

*Does not trial by press release tend to subvert the protection afforded the accused by the rules of evidence which would outlaw hearsay and other types of evidence, but which the prosecutor can get across to the jury by incorporating the same release in evidence?*



Senator Beall

having read the great inscriptions on that citadel of justice, and to recognize that there before one is the symbol of equality before the law, of uniform application of the law to all individuals in this country, irrespective of their guilt or innocence."

In floor colloquy with Senator McGee on the question of trial by the press, Senator Morse said that he took the position that the power of the Attorney General to hold an indictment over the head of an accused for an indefinite period unfairly endangered the rights of the accused.

Yet, once again the Senator said that he was not calling up the measures for Hoffa.

"... We are seeking the enactment of legislation to protect all Americans, regardless of who they may be. Once an American is indicted for a crime, he should be allowed to have his case tried in a courtroom, not in the press," the Senator said.

## SIXTH AMENDMENT

This basic right to a speedy trial is accorded all American citizens who are accused of committing a crime. I believe the purpose of the Sixth Amendment to our Constitution was to:

First. Prevent the Government from delay in bringing charges against the accused.

Second. Prevent the Government from repeatedly bringing the same charge against the defendant by securing a voluntary dismissal of previously filed charges.

Third. Prevent the Government from filing multiple indictments in different districts charging the same related, or unrelated crimes, but having the freedom to decide which indictments to prosecute and at what time, thus preventing a defendant from knowing which case will be tried first, if at all.

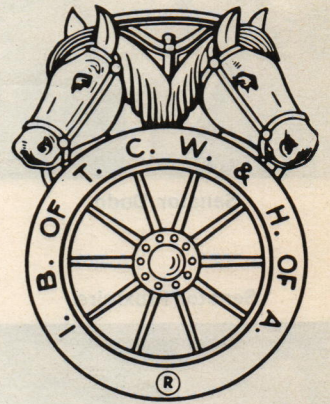
Fourth. Prevent a long delay in beginning a trial after charges have been filed.

Fifth. Prevent any delay in imposing sentence on the convicted defendant.

—Senator Hiram L. Fong, Republican, Hawaii, in remarks June 27, 1963, in support of two bills to protect constitutional rights which were introduced by Senator Wayne Morse, Democrat of Oregon.



# Super Containerization changes distribution concepts— an industry trend



SUCCESSFUL super-containerization in water transportation of freight is rapidly changing the concept of coastal and intercoastal warehousing and distribution in the United States.

Where once truck, train, and boat routes paralleled one another fairly competitively, there now is a truck-boat combination muffling the rumble of the railroads.

Men, machines, and methods—in warehouses and on wharves, at sea and on the highway—are caught up in the technological progress. The change is taking place on both coasts and in the Gulf states.

The basic operation is simple. An over-the-road tractor brings a loaded trailer to a marshalling yard along-

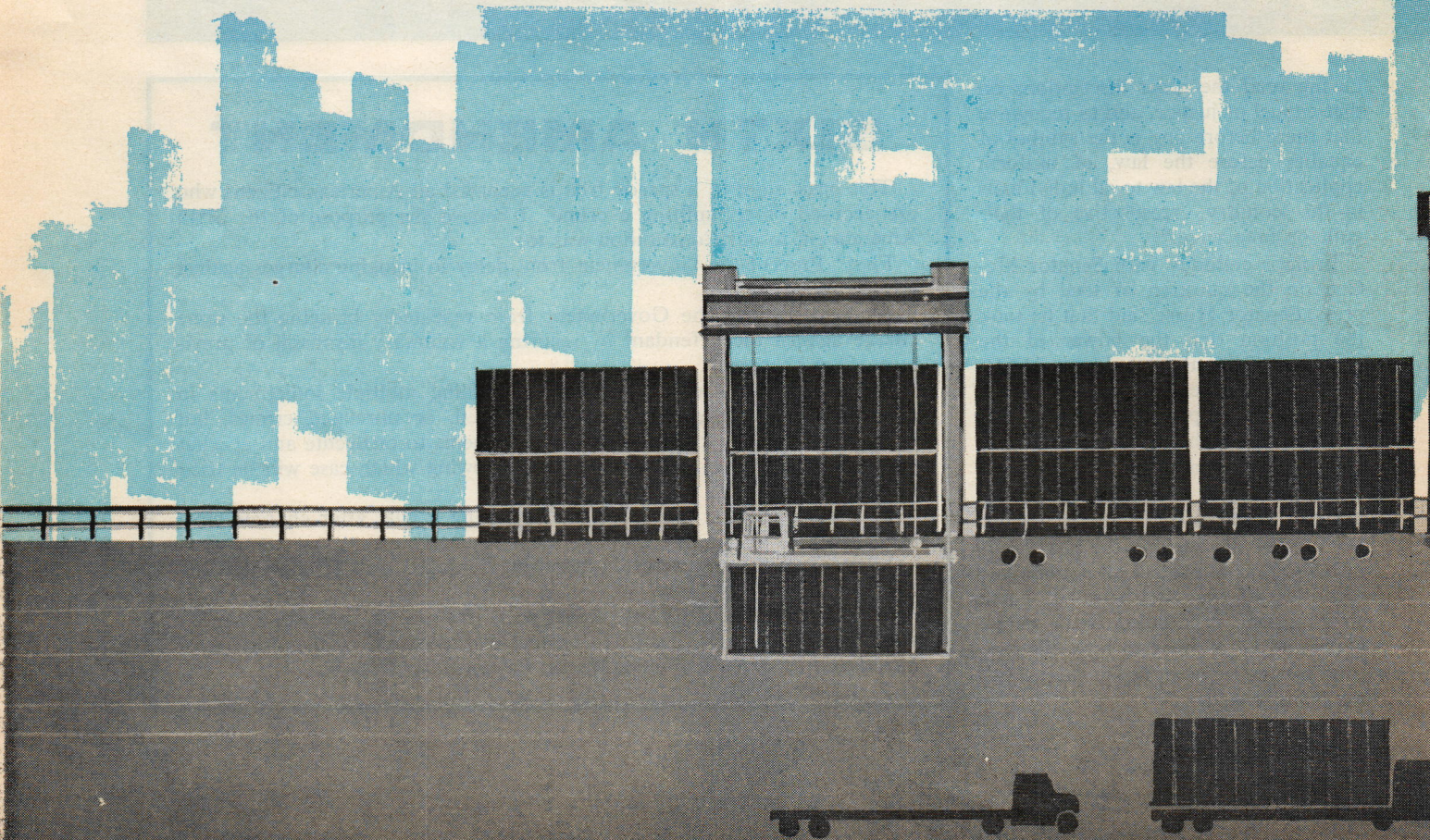
side a port channel. The trailer is parked. Later, a yard tractor moves the trailer to a sea-going vessel at berth. The van is detached from the chassis and lifted by a crane into the ship's hold. The vessel, known as a containership, goes to sea. On arrival at the destined port, the vans are unloaded to waiting rigs and the delivery is completed.

October, 1957, was the first time a coastal vessel, fully laden with containerized freight in this manner, ever sailed to sea. Inaugurating the new system was a company later to be known as Sea-Land Service, Inc.

Since then, Sea-Land has become the leader in the field while reviving coastal shipping with a marriage of

trucking and sailing methods. The company has grown to a fleet of 13 customized vessels, the largest of which can carry 10,000 containerized tons on a single voyage.

In the beginning, none of Sea-Land's employees were Teamsters Union members. Today, some 335 of the company's 1,300 employees are members of the IBT. Actually, there are untold numbers of Teamsters benefiting from the Sea-Land operation.







This shipboard traveling gantry crane is about ready to move a 35-foot van with a mechanical lift. The van, equipped with twist locks, is lifted off the chassis and into the ship's hold. The same operation is employed by Sea-Land Service, Inc., in unloading the ship.



Scores of union agency carriers interline to Sea-Land terminals and ports in 8 states and Puerto Rico.

M. P. McLean, a trucking industry leader, was the man who put it all together. Under the name of McLean Industries, Inc., he bought a couple of steamship companies in 1955 and dove-tailed their operations with his truck line—one of the largest in the nation.

McLean's aim was to initiate a new concept in water transportation embodying a sea-and-land service that would eliminate the necessity to load and unload cargo and also reduce cargo handling costs of conventional ships.

As traffic permitted, McLean developed the system in operation today. He began with shore-side gantry cranes to lift the trailers aboard the ships. Cargo vessels were converted to hold the vans. Within 2 years, the company had 6 converted ships, each capable of carrying 226 trailers above and between decks.

The steamship company had



changed its operation from a carrier of break-bulk cargo to pre-loaded containers of which some 4,000 were in use.

It wasn't long before a formal "containership" program was in effect. Four additional ships were added to the fleet with a change in design: Two self-contained traveling gantry cranes were added to each ship's superstructure, thus making land cranes unnecessary.

Each shipboard crane could unload one trailer from the ship and place another aboard in an average of 4 minutes. The cranes had a rated working capacity of 30 tons at 90 feet per minute, and a fore and aft travel speed of 180 feet per minute. The new equipment enabled Sea-Land to simultaneously unload and reload a vessel in 12 to 14 hours—a task that takes several days on standard ships.

Sea-Land Service, Inc., assumed its new name in April, 1960, to capitalize upon the growing acceptance of the container concept. A year later, with coastal and Puerto Rican services well established, Sea-Land revived inter-

coastal service between New York, Los Angeles, and San Francisco.

Another year and Sea-Land contracted for the construction of 4 jumbo containerships, each with a capacity of 476 containers 35 feet in length, to expand the intercoastal service. By July, 1963, Sea-Land had 8,300 trailers on the road and at sea.

Road equipment uniformity has greatly helped assure Sea-Land's success. All 8,300 trailers have the same outside dimensions—overall length of 35 feet, height of 8 feet, 6 inches, width of 8 feet, road height of 12 feet, 6 inches, and tailboard height of 52 inches.

There are 7,133 dry vans, nearly 650 reefers, 350 open tops, and the rest are insulated vans. Inside dimensions vary, of course, but can hold from 42,000 to 45,000 pounds. Each van is equipped with a set of arrow-shaped twist locks that are grabbed by a mechanical lift operating off the ship's crane.

Sea-Land's rolling stock includes 5,225 chassis, 287 over-the-road tractors, and 105 yard tractors, along with nearly 50 city trucks.

Capacities of the sea-going containerships are awesome. The jumbos have a length of nearly 630 feet and a 78-foot beam with a depth of 47 feet. The hull can hold 476 vans, some of which are visible above the deck silhouette. The smaller vessels, while they cannot carry the jumbo's 10,000 tons, still can handle containerized loads ranging from 1,500 to 5,000 tons.

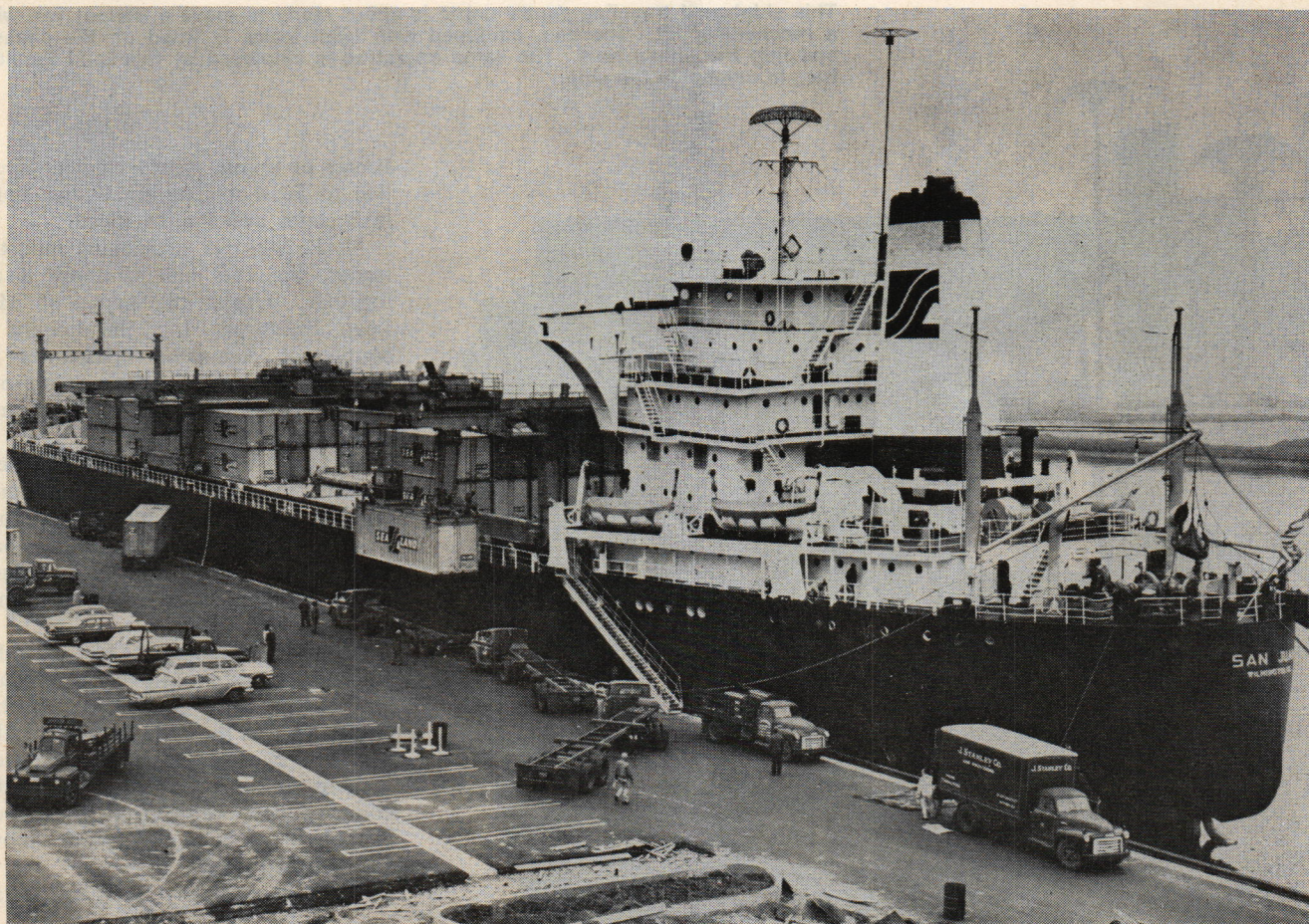
The speed of the ships ranges around 15 to 16 knots an hour for most of the fleet. A round-trip voyage on the Elizabeth, N.J.—Puerto Rico run takes about 10 days, including time for loading and unloading at both ends.

Sea-Land's port-terminals include Elizabeth, N. J., Long Beach and Oakland, Calif., Jacksonville, Fla., Portland, Ore., Houston, Tex., and San Juan, Mayaguez, and Ponce in Puerto Rico.

Numerous feeder truck terminals operate in nearby metropolitan areas. A good example is Elizabeth where freight is collected from terminals in South Kearny, Brooklyn, and Linden.

Sea-Land is especially proud of its

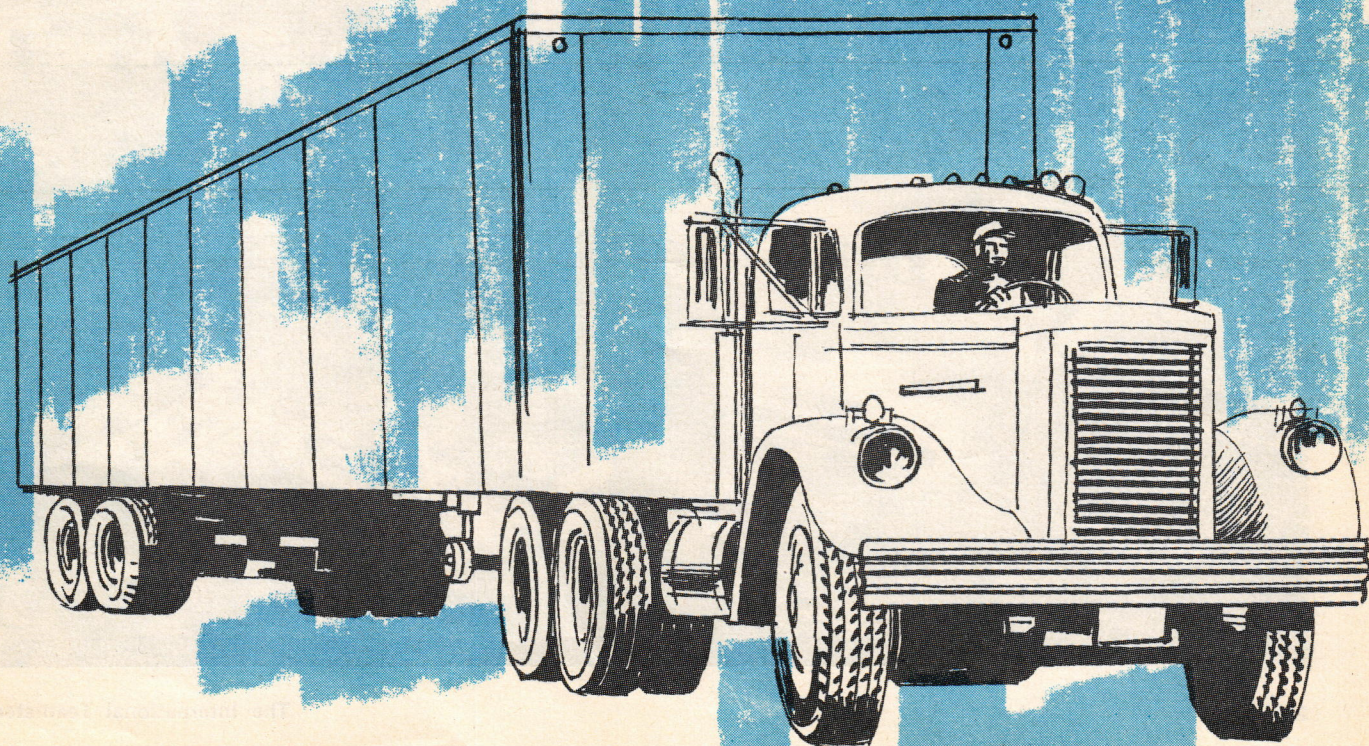
**A Sea-Land jumbo ship—capable of carrying 476 trailers in a single voyage—is shown loading and unloading simultaneously at pierside. One crane amidships is unloading while a second crane near the bow is loading. Cargo can be completely changed in a dozen hours.**







This Sea-Land ship is heavy in the water with 20 million pounds packed in 476 trailers going through the Panama Canal at one time. Sea-Land operates intercoastal shipping schedules involving ports on both coasts and in the Gulf area.





new main office and home port now in operation at Elizabeth, only a channel step away from the old main office in Newark.

The \$22 million Elizabeth terminal is part of a massive \$150 million development being undertaken by the Port of New York Authority on Newark Bay. When completed, the facility will be adjacent to the New Jersey Turnpike and Newark Airport in the heart of the New Jersey industrial area about 25 truck minutes from Manhattan.

Construction on the Sea-Land installation was begun 3 years ago over an 83-acre area including a 3,300-foot channel section to berth 5 vessels

and 36 acres of paved upland for the marshalling of more than 2,000 trailers.

The terminal includes a marine operations and a truck operations building, garage, a fully-refrigerated warehouse, a 1,000-foot break-bulk receiving shed, and a general administration building. For all this, Sea-Land has agreed to pay the Port Authority an annual rental fee of \$2,250,000 a year for the next 20 years.

Port Newark was Sea-Land's base for container operations during the first 5 years. Completion of the new center at Port Elizabeth, however, makes the piers the headquarters for the country's first intercoastal all-con-

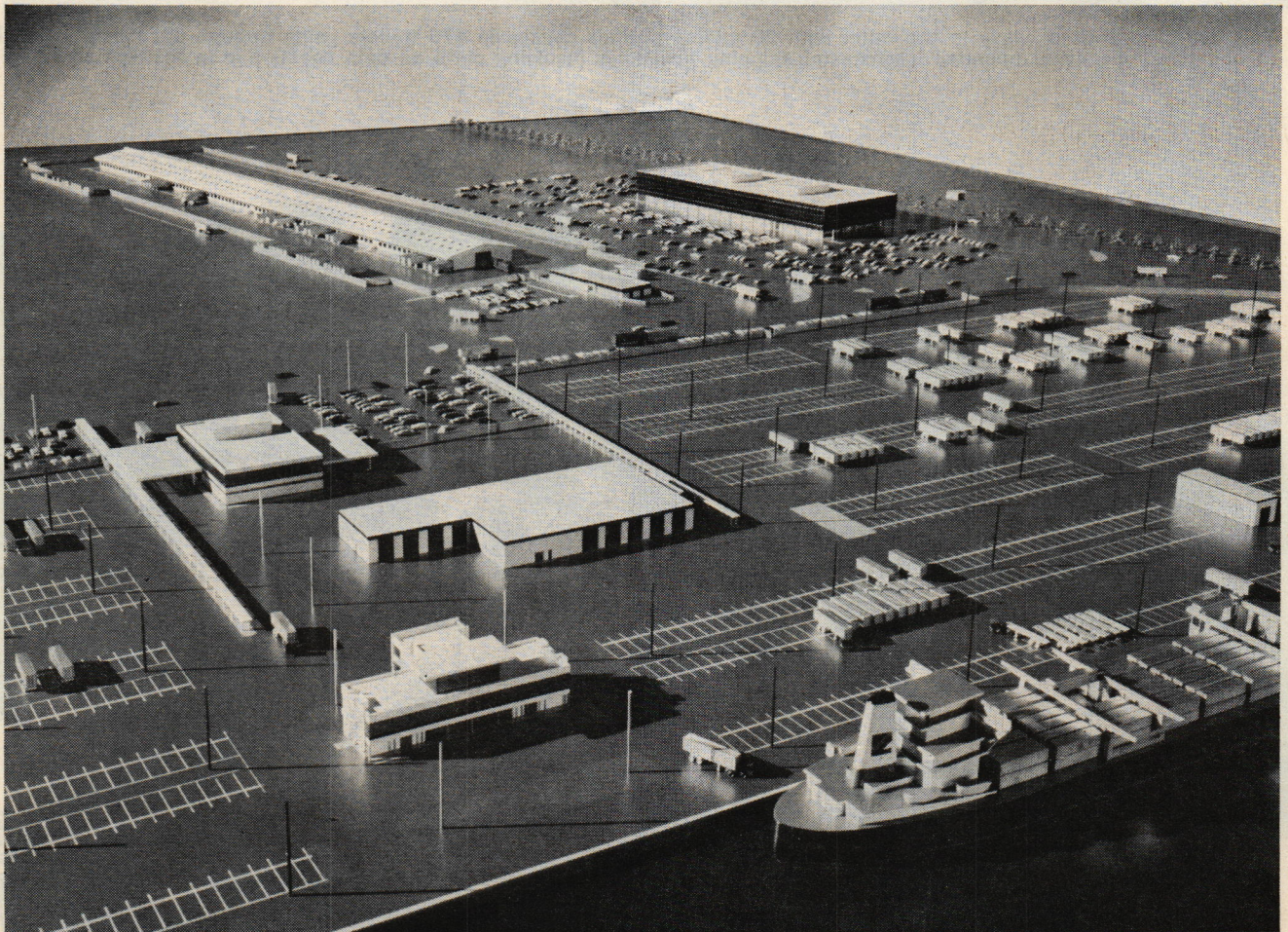
tainership service. In actual operation since last September, the Sea-Land base will be completed officially next December when the general administration building is dedicated.

Sea-Land's future plans are considered a top secret topic at the main office. Company officials keep freight volume figures close to their vests, but shipping schedules show the company must be transporting billions of pounds of freight a year.

As the tonnage figure increases, there probably will come a time when Sea-Land will have a containership constructed with a capacity of 800 or 1,000 vans to meet the needs of shippers.



Here's a model of Sea-Land's new home terminal facility nearing completion at Elizabeth, N.J., by the Port of New York Authority. The marshalling yard will have room enough for 2,000 trailers to be fed into 5 containerships docked at a pier-side 3,300 feet long.





# Hoffa's Testimony Helps to Defeat Excessive Union Bonding Proposal

The Department of Labor has announced that it will not at this time issue any regulations of general application prescribing bonds in excess of \$500,000 for persons who must be bonded under the Welfare and Pension Plans Disclosure Act.

The announcement by the Labor Department put another feather in the trade union hat of Teamster President James R. Hoffa who testified at Labor Department hearings on bonding and declared that there was no evidence which would require an increase in bonding.

"The record does not establish a present need for requiring bonds in excess of \$500,000," said Assistant Secretary of Labor James J. Reynolds, "and the preponderance of advice by representatives of management, labor and other interested groups is that requirements for excessive bonding needlessly would increase the expense of administering welfare and pension plans."

## Drain on Benefits

A report released by Frank M. Kleiler, director of the Office of Welfare and Pension Plans, showed that no official from the AFL-CIO appeared to argue against increased bonding expenses being charged to health and welfare and pension monies of members.

Said Hoffa at the hearings:

"Assuming the Secretary feels that he is not bound by this legislative history and he can exercise his discretion in any circumstances, there must still be something before the Secretary—some evidence of defalcation or malpractice—some evidence of bonding experience since the enactment of the Act which would require him to exercise his discretion at this time."

Hoffa told the hearing officers that the Department should obtain data from the surety companies with respect to premiums and loss experience. Then Hoffa predicted that the evidence would show that the total amount of claims paid is only a small fraction of the total amount of premiums, and asserted that "literally millions of dollars in increased premiums will be taken out of the health, wel-

fare and pension benefits of American working men and women as a direct result of ordering bonding in excess of the maximum amount of \$500,000.

The Welfare and Pension Plans Disclosure Act requires bonding for

10 per cent of the amount of money involved up to a maximum of \$500,000. The law contains a provision which would permit the secretary of labor to prescribe bonds in excess of \$500,000.

## McClellan's Reputation Suffers from Investigative Methods



Drawing by Berger

At least in the opinion of two writers syndicated by the New York Herald Tribune, Inc., Senator John McClellan is on the way down.

Rowland Evans and Robert Novak, in a column "Inside Report" appearing in the June 7th issue of the *Washington Post* say that there "is a quiet rise of anti-McClellan sentiment within his own subcommittee. There is growing disgust with staff investigators who act like Grade B movie district attorneys trying to humiliate everybody they investigate. Senators are getting sick and tired of lurid subcommittee reports reading like paperback detective novels," the writers report.

Evans and Novak indicate that the immediate cause of McClellan's demise is his failure to convict Secretary of Defense Robert McNamara and his bright young men of sinister deeds in connection with the letting of the TFX contract. "For the first time in his career of shielding the nation from sin, the impervious moralizer from Arkansas has failed to drive home his sermon," they wrote.

But the decline of McClellan goes deeper than this, the writers say. "There are signs that more than a few senators are fed up with the headline-hunting antics of the investigations subcommittee."

The Evans-Novak team recalls that the subcommittee was created in 1946 to watch over government agencies but soon "diverted its talents to hunting Communists," under Joe McCarthy. Then from 1957 to 1961, McClellan and the investigating staff headed by the now Attorney General Bobbie Kennedy conducted a "wild-swinging" special investigation of labor racketeering.

"It has lashed out in all directions the last two years, including investigations of B-girls and Jimmy Hoffa—with no discernible purpose other than newspaper publicity," the writers declared.



# DRIVE Motorcades Bring

## Legislative-Minded

### Teamster Wives To Washington



R. A. 'Dick' Farrell, Joint Council 87 president, addresses banquet session for Tennessee DRIVE ladies.

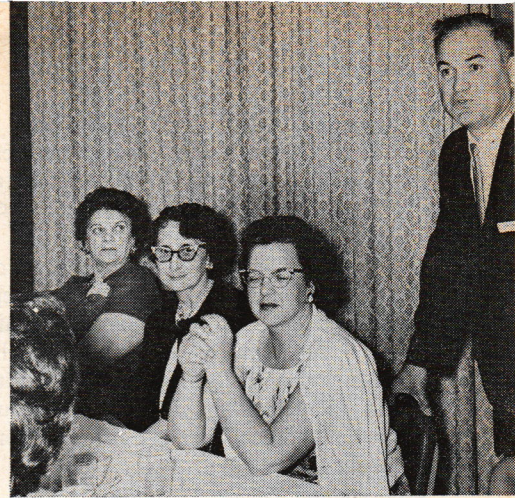




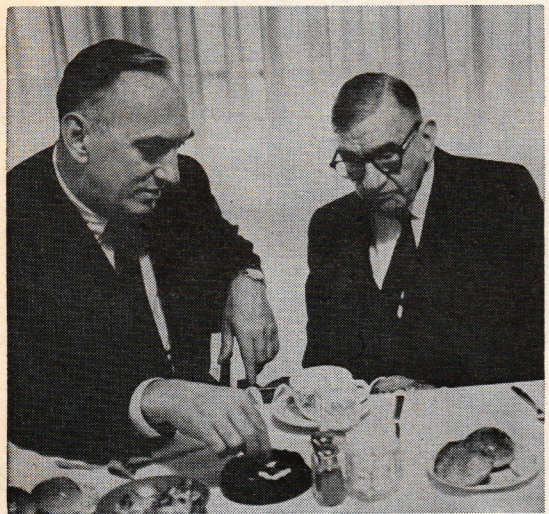
Wisconsin Senator Gaylord Nelson chats about legislative matters with members of the Wisconsin motorcade.



Roy Lane, secretary-treasurer of Milwaukee Local No. 200, is a banquet speaker.



Vic Spadaccini, DRIVE coordinator for Minnesota, addresses a banquet session.



Teamster Executive Vice President Harold J. Gibbons chats with Rep. Clarence Cannon at DRIVE Motorcade banquet.



Minnesota DRIVE motorcade delegation visits with Vice President Lyndon Johnson in the vice president's office in the Capitol building. Johnson discussed legislation with the ladies and gave them some historical background about his office.

As summer officially rolled into Washington, D. C., the nation's capital was flooded with its usual influx of tourists seeking a cursory look at their government. Tour buses were loaded, as the guides pointed out Washington Monument, the Senate Office Buildings, Smithsonian Institution and other sightseeing attractions.

For the most part, senators and congressmen were little inconvenienced by the curious citizens who stood in long, hot lines waiting for a peek-see at the senate and house galleries and a quick take at the house or senate in session.

But there was one group of visitors to the nation's capital which was demanding audiences with their congressional delegations and demanding

answers to questions concerning pending legislation and legislation which is being ignored.

They were the ladies from DRIVE auxiliary units from Teamster affiliations across the country.

One hundred and seventy-five Teamster wives from Minnesota, Wisconsin and Southern Illinois tried their hand at practical politics and personal contact with their senators and representatives.

Eighty more women from Tennessee, Alabama and Mississippi, let congressional delegations from those Southern states know that organized labor in the South would expect a better legislative shake in the future.

Next came the DRIVE delegation of Teamster wives from Connecticut and then from St. Louis and Kansas,

and they joined their predecessors in putting their congressional delegations on record on such issues as wire-tapping, minimum rate regulation for railroads, Bobbie Kennedy's indiscriminate use of tax money in his personal vendetta against Teamster President James R. Hoffa, anti-trust proposals for organized labor, and amendments to Davis-Bacon to include fringe benefits in determining prevailing wages on government contracts.

Then came a delegation of women workers from Local 102 in Newark who are employed in a defense plant to protest the transfer of defense contracts from Newark to Southern sweatshops below the Mason-Dixon Line.

The motorcade delegations found



time for sightseeing, too, mixing a bit of history with their practical politics. And there were banquets at which senators and congressmen spoke.

As the Minnesota group posed for a picture on the capitol steps with Rep. Blatnik, Vice President Lyndon Johnson's limousine drove up. When the Vice President finished posing with the delegation, he invited the group into his office for a legislative conference.

Signey Zagri, Teamster legislative counsel, praised the efforts of the Teamster wives. "They not only have implemented DRIVE in a meaningful way, but also have established lines of communication between representatives and senators."

Said Zagri to the ladies: "When you get home, you will be able to continue to exercise this experiment in Democracy by contacting your congressmen and senators on the vital issues which affect your everyday life. And when they receive your letters, or visit with you when they return to their home districts, they will remember you as one concerned enough with government to have made a trip to Washington to make your views known."

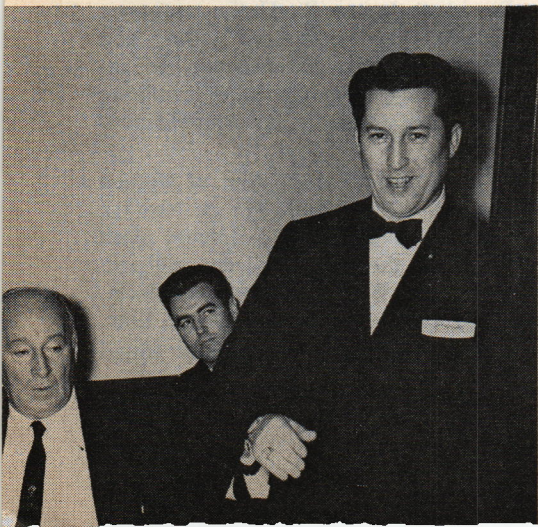


Dale Ferris, DRIVE director in St. Louis, was the leader of the St. Louis Motorcade.



Congressman Kenneth Gray gave an interesting legislative talk to the Illinois motorcade delegation.

Senator Paul Douglas shown speaking to DRIVE ladies from Illinois.





Senator Albert Gore, of Tennessee, in the reception line for DRIVE ladies in his capitol office building.



Senator Estes Kefauver answers questions for the ladies from Tennessee.



Missouri Senator Stuart Symington was guest speaker at Joint Council 13 motorcade banquet.



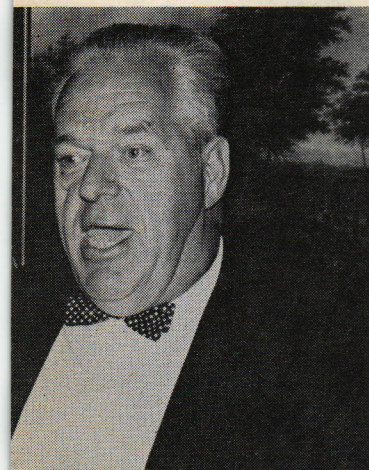
Senate Minority Leader Everett Dirksen hosts Illinois DRIVE delegation.

White House pickets protest President Kennedy's transportation bill which would release railroads from minimum rate regulation.

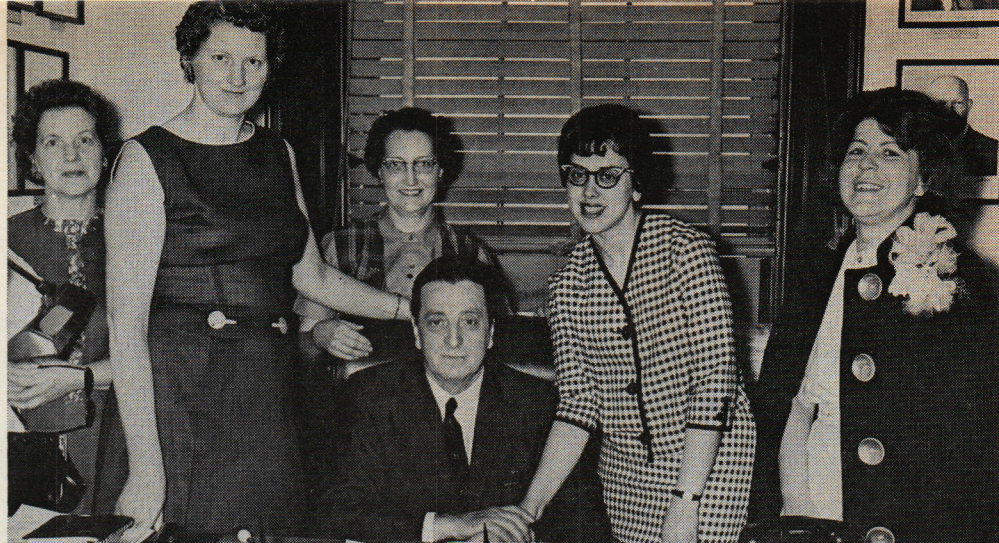
Senator John Sparkman with Teamster wives from Alabama.







Edward 'Buster' Rice, Local 493, New London, Connecticut, congratulates his motorcade delegation on their lobbying efforts.



DRIVE ladies in the office of Congressman Alvin O'Konski, Wisconsin Republican.



Sam Smith, president of Local 790, Wichita, Kansas, speaking to banquet session.



Senator William Proxmire enjoys a lighter moment with the Wisconsin delegation.



A serious moment in the conference of Connecticut ladies with Senator Dodd.



Even politics has its humor as Senator Ribicoff enjoys a laugh with the Connecticut group.



## Teamster Local Has B'nai B'rith Lodge Charter

Over 1,000 Teamster officials, guests and members of their families played host here last month to Label A. Katz, president of the world-wide B'nai B'rith at the 5th anniversary dinner and entertainment of Teamster Lodge 2201, B'nai B'rith at the Hotel Astor in New York City.

Chairman of the program was Bernard Adelstein, lodge president who is also secretary-treasurer of Teamster Local 813.

The Teamster Lodge is the only labor unit in the entire B'nai B'rith and is composed not only of Teamsters, but also members of other unions.

The B'nai B'rith Teamster Lodge 2201, in its comparatively brief span, has gained the highest awards from B'nai B'rith for service to B'nai B'rith, charities and to the community.

Adelstein, in behalf of the lodge, received the Presidential Citation, plus the top Diamond "Chai." Cited particularly was the Lodge effort which resulted in the sale of \$325,000 in Israeli Bonds over the past year. Adelstein recently returned from Israel where he and his wife were guests of the state.

## Teamster Saves Motorist from Fiery Death

A young Cincinnati motorist who lost control of his car late one night last month owes his life to the alert bravery of a member of Teamster Local 100 and a 30 year employee of the Elliot Transportation Company.

Teamster Jack Bain, on his way to work for an early run to Batesville, Ind., noticed a passing car swerve and crash. Bain made a hasty U-turn and saw an auto engulfed in flames. Mindful of a similar situation once before in which he had to watch a fellow trucker burn, Bain determined to rescue the motorist this time.

He did, even though the car was 75 per cent enveloped in fire when he reached it. Opening the door with "brute force," Bain was able to remove the trapped motorist even though another passing motorist pre-

ferred to run for the police rather than help so close to the gas tank of the overturned auto.

Cincinnati newspapers had a rough time finding out who lifted the victim from the flames, because Bain stayed only until police arrived, and only

casually mentioned the incident when he arrived at work.

Although humble and disclaiming any title to bravery, Bains was proclaimed a hero by the grateful accident victim and by the Cincinnati press.

## L. A. Teamster Lands 910 lb. Blue Marlin



This is the story of a father-son fishing derby, and the father has proof because his 910 lb. Pacific blue marlin didn't get away.

The father is Douglas Miller, Sr., of Los Angeles, member of Teamster Local 495 Automotive Workers.

The son, Doug, Jr., took a 400 pound Pacific blue marlin off Kona in the Hawaiian Islands a year ago, and from the boat Pau Kai.

This year, Doug, Sr., set out on the same boat to top his namesake. He hooked the 13 foot, 9 inch monster and brought him to gaff on a 130-pound test tackle after three and one-half hours.

Miller, a Teamster since he set foot in Los Angeles, works for the Santa Anita and Hollywood Park race tracks.

Miller stated that he decided to try his luck and try to top his son's catch which was made in January, 1962.

When he arrived in the Islands, he looked up Skipper Rope Nelson and chartered his Pau Kai, vowing that he'd make his catch from the same deck.

Mrs. Miller, who witnessed the catch, was caught between two loyalties, but admitted that "my son will have to make room for my husband's trophy now."



## Local 999 Presents Historical Plaque



Teamster Local 999 in Paterson, N.J., recently presented a plaque to the Passaic County Historical Society in memory of Lindbergh's non-stop New York to Paris flight 36 years ago. The plaque depicts Lindbergh standing in front of his plane, "The Spirit of St. Louis." Taking part in the ceremony were (left to right): Edward Graf, curator, and Robert P. Brooks, historian of the Society; Lawrence De Angelis, Local 999 secretary-treasurer; Dr. D. S. Hammond, president of the Society; James Perrotti, Local 999 president; Harry B. Haines, publisher of the Paterson (N.J.) Evening News, and his assistant, Charles Van Wagner.

## \$10,000 for Israel Bonds



Robert Holmes (left), president of Detroit Teamster Local 337, presents a check for \$10,000 for an Israel Bond purchased by the local union, to Harry L. Schumer, guest of honor at the Detroit Labor Zionist Man of the Decade testimonial held June 19th in the Detroit Labor Zionist Institute. Looking on is Mrs. Morris L. Schaver, honorary testimonial chairman and president of the Central Overall Supply Company. Schumer is president of General Linen Supply Company. Israel bonds were purchased under the 90-day redemption clause applicable to unions and other non-profit organizations.

## Oldest Active Teamster Officer Dies in Boston

The Teamsters lost their oldest active local union officer last month when death stopped the 63-year trade union career of Michael J. O'Donnell, 91, secretary-treasurer of Local 25 in Boston, Mass.

### Founding Member

Mike had been one of the founding members of Local 25, and previous to becoming its secretary-treasurer, he had served as the local's business agent.

O'Donnell was a life-long friend of another charter member of Local 25, Teamster General Secretary-Treasurer John F. English. Said Secretary-Treasurer English upon O'Donnell's death:

"He was one of the best. He was a loyal leader and a good representative of the working man. We will all miss Mike as a friend, and the labor movement will miss the kind of dedication he displayed over more than a half century of service to the trade union movement."

English flew from Teamster headquarters in Washington, D.C., to Boston, to pay his respects to his departed friend and fellow trade unionist.

### Universal Respect

The huge throng which attended the solemn high Mass of Requiem included representatives from the AFL-CIO and independent unions in Massachusetts and New England.

Many had been friends of Mike's from the time he served as president of the old Boston Central Labor Union at the end of World War I, and later when he was president of the Massachusetts Federation of Labor in the early 1930's.

O'Donnell also was a past president of Teamster Joint Council 10 in Boston.

### Sons Are Members

He is survived by his wife Julia; and two sons, William and Francis, both of South Boston. Both sons are active members of Local 25.



## Omaha Teamsters Lead Civil Defense Operation

Volunteers from Teamster Local 554 were key figures in Omaha's "Operation Shelter" recently as the Nebraska community completed stocking its fallout shelters under a program directed by the Regional Office of Civil Defense.

Albert S. Parker, secretary-treasurer of Local 554, was proud to report that 130 drivers took part in the operation and finished up nearly 2 hours ahead of schedule. They received a CD certificate of commendation. More than 100 trucks were used to move almost 700,000 pounds of foodstuffs to 150 fallout shelter locations in the Omaha area.

Dean Noyes, Omaha Civil Defense director, said the foodstuffs were

enough to keep 75,000 people alive for at least 2 weeks. The material was moved from Offutt Air Force Base to the shelters. The trucks were loaded by air force personnel and unloaded at the shelters by members of other unions assisted by high school volunteers.

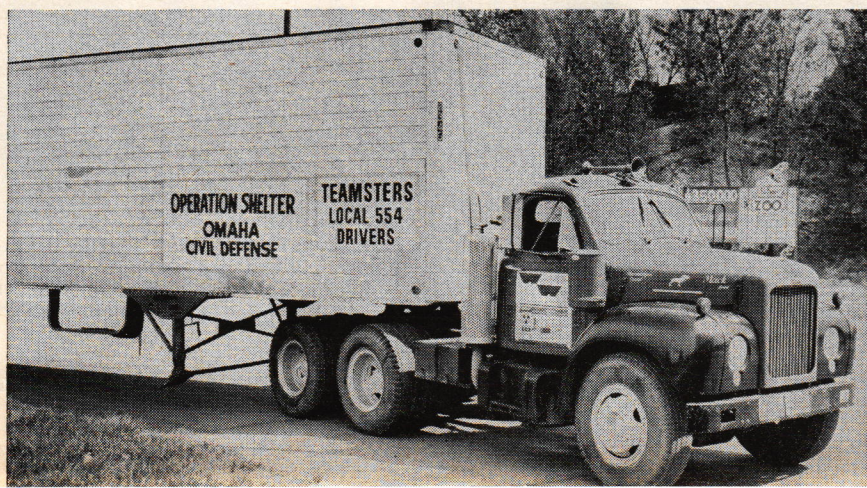
Altogether, the operation took 2 days to complete as the Teamsters, the Air Force, city police and fire departments, and civil defense people worked together.

Omaha Mayor James J. Dworak and Nebraska Gov. Frank Morrison both paid tribute to the Teamsters who gave up their weekend without compensation to insure the success of "Operation Shelter."



Directing Omaha's recent "Operation Shelter" to stock 150 shelters with foodstuffs were (left to right): Albert S. Parker, Secretary-Treasurer of Teamster Local 554; Minor Williams of the National Office of Civil Defense; Ralph Nogg, president of Red Ball Express and general chairman for "Operation Shelter"; Nebraska Gov. Frank Morrison; Omaha Mayor James J. Dworak, and Dean Noyes, Omaha Civil Defense director.

One of the more than 100 trucks used in Omaha's "Operation Shelter" is shown here on a run. More than 700,000 pounds of foodstuffs were moved by 130 volunteer Teamster drivers from Local 554. The job took 2 days and was finished a couple of hours ahead of schedule.



## Bobbie Seeks \$48 Million More for Justice Dept.

House Appropriations Committee hearings on 1964 Justice Department Appropriations were released last month. Testifying last January, Attorney General Bobbie Kennedy asked for an additional \$48 million for fiscal '64. This was more than three times the increase requested last year.

Justice Department employees would be scheduled to increase from 31,840 to 32,687. Expenditures on personnel would increase over 7 per cent.

### \$146 Million

An additional \$10,792,000 is requested for the FBI. This would bring FBI costs for fiscal '64 up to \$146,900,000.

Appearing before the committee, February 1, J. Edgar Hoover, FBI director, asked for an additional 200 agents and an additional 350 clerical personnel. He cited increased crime statistics and the necessity to keep up with new legislation as evidence of need for expansion.

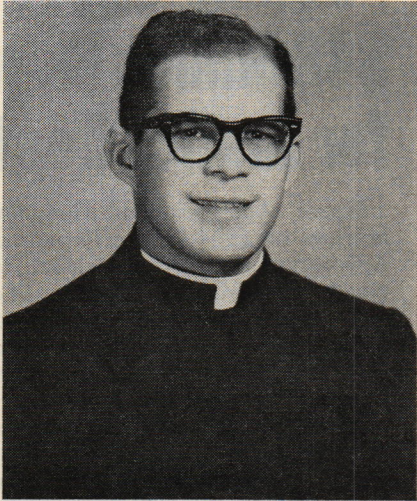
During his presentation, Hoover gave detailed costs on the prosecution of Billie Sol Estes, the protection of Mr. Meredith in Mississippi, and the costs of investigating a gang murder. No figures were disclosed on the costs to taxpayers of investigating James R. Hoffa to satisfy Bobbie Kennedy's personal vendetta against the Teamster general president.

## California Cedar

A new California Cedar Products contract has been negotiated, guaranteeing members of Teamster Local 439 at Stockton, Calif., a wage increase of 33 cents over 3 years along with a clause providing 26 weeks sick leave at 70 per cent of the regular 40-hour week salary. The agreement also contains a health and welfare plan.



## Ordained



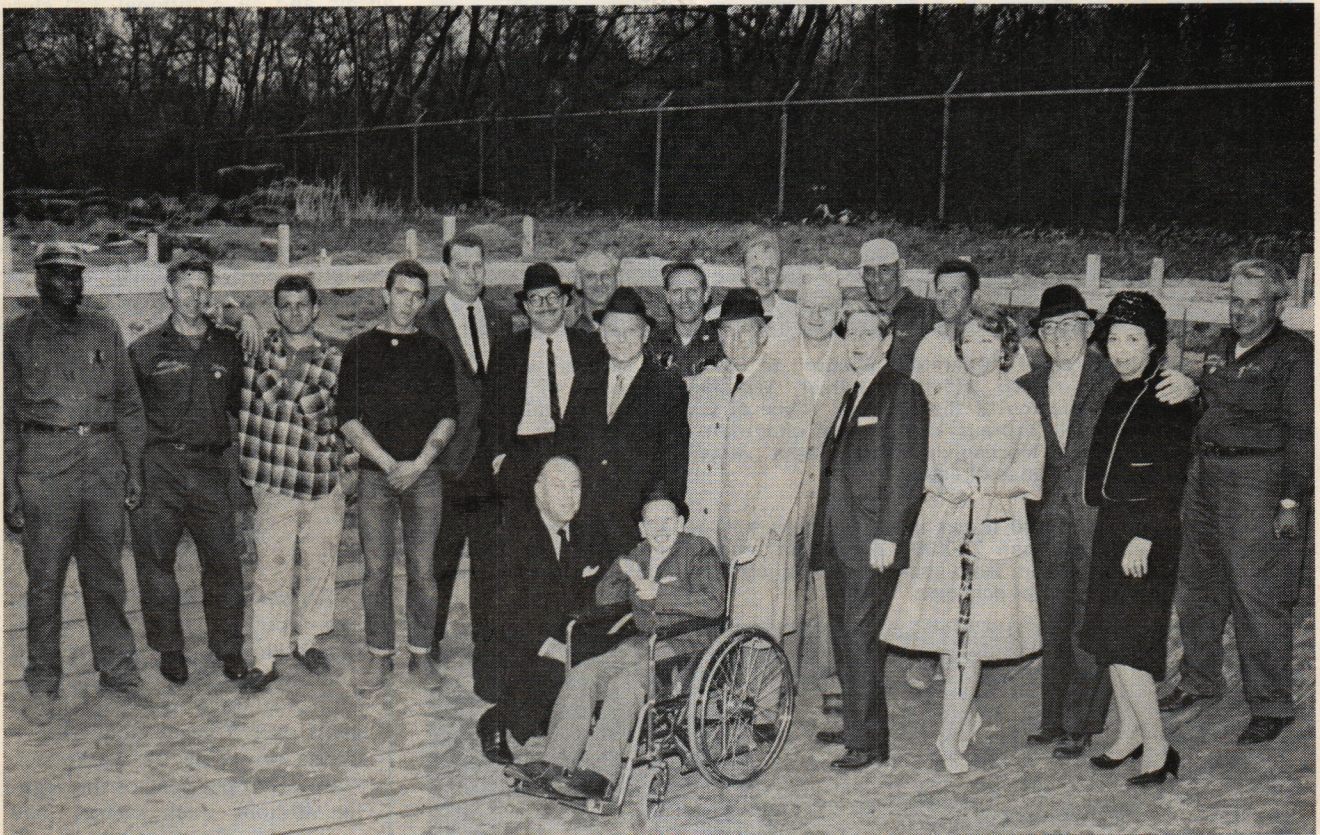
Father George M. Maslar, formerly a member of Teamster Local 145 and an employee of Borden Ice Cream Co., in Bridgeport, Conn., was ordained May 25th. His father is a long time member of Local 145 and a steward at the Dugan Baking Company. Father Maslar still carries his withdrawal card from Local 145.

## First Recipients



First death benefit checks under a plan inaugurated January, 1963, by Local 730, Washington, D. C., were presented recently. Left to right, Local 730 Secretary-Treasurer Henry Butler; 730 Vice President Daniel Hennessey; Trustee Fletcher Austin; Edith Bond, receiving check; Eula Saunders, Local 730 recording secretary; Doreen Montague, receiving check; Roosevelt Murray, trustee; and John Cleveland, Local 730 President. Mrs. Bond's husband was a warehouseman in a Safeway meat warehouse, and Miss Montague's mother, longtime member of 730, was an employee of Wilkins Coffee Company.

## Teamsters Aid Cerebral Palsy Center



Members of Teamster Local 868 in New York City recently donated their time to build a swimming pool for the United Cerebral Palsy Center in Roosevelt, Long Island. The firm by which they are employed, Welding Swimming Pool Co., the only such firm under a union contract in the New York area, donated the material and equipment for the job. Shown here at the swimming pool site are many of the workers, company officials, Cerebral Palsy volunteer workers, and a youngster suffering from the disease.



## WHAT'S NEW?

### New Belt Kits For Truck Seats



In response to the growing interest in truck seat belts, the nation's largest supplier of suspension seating for trucks, farm tractors and earth moving equipment has introduced two seat belt kits.

The first unit is a seat-to-floor kit which includes belt, sister hooks and eye-bolt. One of the eye-bolts is anchored to the floor and the other to the seat frame. The second unit is a lap belt kit which includes a quick release metal to metal buckle and snap hooks.

The seat-to-floor kits have been designed for permanent installation in trucks. The lap belt kit may be issued individually to the drivers who will keep them for use as they move from vehicle to vehicle.

To accommodate the kits, the firm's new seats will have factory drilled holes in the frames. For those in the field, however, the kits will contain a template to facilitate this operation. Older models may also be equipped.

### Muffler Clamp Is Leakproof, Flexible

An Ohio manufacturer is offering a new design in muffler clamps that give 360-degree leakproof tightness while still being flexible enough to pre-

vent "freezing" and joint breakage. Designed for heavy duty service, it is available in sizes from two to four inches.

### Rooftop Cooler For Light Vehicles

Owners or operators of light vehicles whose operation involves frequent idling and require high cooling capacity will be interested in a new rooftop air conditioner. Designed for taxicabs, station wagons, limousines and light delivery trucks, it is being marketed by a Florida firm.

### Personal Sleep Berth Moves with Driver

A sleeper berth that requires minimum installation time (with eight bolts) and can be moved from truck to truck features independent rubber-sprung suspension. The occupant is thus isolated from road shock and vehicle vibration. Requiring no maintenance, it is available in models to fit all cabs to meet ICC requirements.

### Battery Cable Lugs Are Hammered On

Length problems on replacement cables are promptly and easily solved by using new battery cable lugs that are quickly hammered on. Just measure the proper length and hammer the copper lugs to both ends.

### Utility Filler with Funnel, Tube, Spout

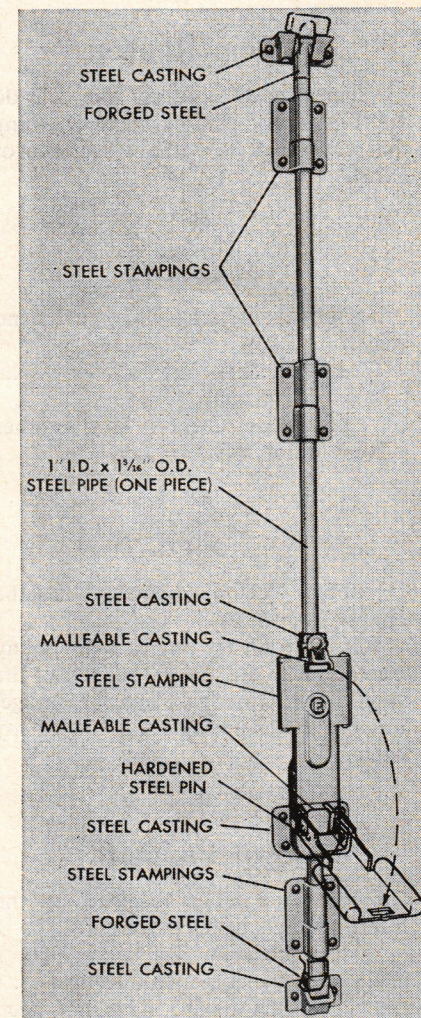
Simple of design but highly useful on the job is a new utility filler adapt-

*WHAT'S NEW endeavors to keep our readers informed of late developments in fields in which they are interested. Since it is the policy of THE INTERNATIONAL TEAMSTER not to advertise any product, trade names and manufacturers are omitted. Interested readers can obtain names of manufacturers by writing THE INTERNATIONAL TEAMSTER, 810 Rhode Island Ave., N. E., Washington 18, D. C.*

**A report on new products and processes on this page in no way constitutes an endorsement or recommendation. All performance claims are based on statements by the manufacturer.**

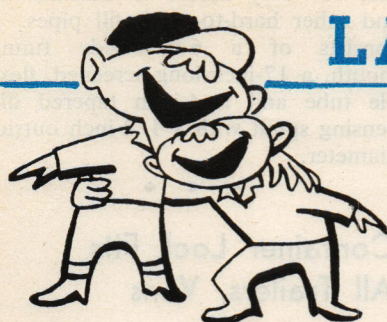
able for easy access to transmission and other hard-to-reach fill pipes. It consists of a 6-inch-wide funnel mouth, a 17-inch-long screened, flexible tube and a 4-inch tapered dispensing spout with a 1/2-inch outside diameter.

### Container Lock Fits All Trailers, Vans



Universal is the word for this new container lock adaptable to both over-the-road and piggy-backing operations and designed for installation on all trailers and vans. By moving the handle upward the wedge bolts whose cam action provides a strong compressed seal are engaged. Accidental disengagement of the lock is prevented by the vibration-proof design of cams and cam keepers. Pulling the handle down releases the wedge bolts from the holding positions in the keepers. The long handle provides leverage for ease of operation and frost-breaking action.





# LAUGH LOAD

## Within Reason

When some people say they will do anything for you, they mean anything that can be done without sacrifice or effort.

## Taller Too

Traffic Rate Clerk—"My girl friend is a twin."

OS&D Clerk—"She is? How can you tell them apart?"

Traffic Rate Clerk—"Her brother is built differently."

## Foiled

Hubby: "Let me help you dry the dishes, sweetheart."

Wife: "Don't try any of your phony togetherness on me. Go mow the lawn, trim the hedge, clean the garage, and get that stinking cigar out of my kitchen."

## Down Payment

I liked the letter received by the Internal Revenue Department:

"Dear Sirs . . . Ten years ago, I falsified my Income Tax Return . . . and since that day, I have not been able to get a good night's sleep. I am enclosing my check for \$425 . . . P.S. If I still can't sleep, I'll send the rest."

## That Cured Him

"How did MacPhersan cure his stammer?"

"Oh, he put through a long distance call to New York."

## So True

The old timer advised the new apprentice the other day that anyone who expects a place in the sun, must also expect blisters.

## I'll Have You Know

A haughty dowager visited the hospital to see her chauffeur, badly injured in an auto accident. The head nurse hesitated. "He's a very sick man and should see no one but his family. Are you his wife?"

Highly indignant the dowager blurted out: "I certainly am not—I'm his mistress."

## Can't You Read?

Traffic Cop: "OK, Mac, pull over to the curb and tell me your name!"

Truck Driver: "That's my name on the door of the truck."

Cop: "That's obliterated."

Driver: "It is not . . . it's O'Hoolihan!"

## Modern Education

Because no school financed by taxpayers' money can afford to flunk out too many kids, the education system has designed a method of grading so that most children get some kind of passing grade. The height in strained encouragement occurred when a teacher added this note to an otherwise poor report:

"He contributes nicely to group singing by helpful listening."

## Cat's Away

An office girl we know says she sure did enjoy the two weeks' vacation her boss has just returned from.

## Bargain

Money is a wonderful thing. You can take a dollar and buy 35 or 40 cents worth of anything you want.

## Collecting 'Em

Festive One—Whatcha looking for?  
Policeman—We're looking for a drowned man.

Festive One—Whatcha want one for?

## Simple Wants

To parents a miracle drug is any one the kids will take without screaming.

## Tripped Up

One tramp to another: "There I was, boss of 67 men in my department, when someone suggested it might be a good idea if I took one of those aptitude tests, too."

## Fringe Benefits

A well known general on a trip to Spain had his aide cable ahead for "the top floor, finest accommodations, best view, etc., etc., etc."

Arriving at the hotel, the general was greeted enthusiastically by the management and was shown to his luxurious quarters. There, to his surprise, sat three stunning señoritas.

"For heaven's sake," he gasped. "Who are these young ladies?"

"These," replied the manager, "are the three etceteras!"

## Self-Realization

After the accident he was dragged out of the smashed car and rushed to the doc's office in the small town nearby.

"Afraid I'm the wrong fellow to help you," the doc said. "I'm a veterinarian."

"Go to work on me anyway," groaned the victim, "I was a jackass to go sixty on those tires!"

## Scientist

One caveman to another: "Don't tell me there's no connection. We never used to have weather like this before they used bows and arrows."

## Phoebe to Beebee

A certain young fellow named Beebee Wished to marry a lady named Phoebe;

"But," he said, "I must see What the clerical fee Will be before Phoebe be Beebee."



# FIFTY YEARS AGO

## in Our Magazine



From the July, 1913, Teamster

### Lo, The Ingrate

The regular 16-page issue of our magazine for the month of July, 1913, was chocked full of little pearls of wisdom. Take for instance the lead article, a little homily on ingratitude.

It was pointed out most truthfully that both the General of the Army Grant and President Washington, two men who did much for their country, were often maligned by detractors. Grant was accused of consuming prodigious amounts of spirits. These accusations sooner or later reached President Lincoln's ears and his sharp reply in defense of his general hushed Grant's detractors once and for all. Said Lincoln: "I would like to know the brand of liquor General Grant drinks so I can give my other generals the same kind."

"General Washington," our magazine points out, "was maligned by ambitious and jealous intriguers who sought to displace him by less competent men who had their own ambition at heart rather than the welfare of the struggling Colonies."

Even those men who gave their all for their fellow man in an effort to raise individual wages and improve working conditions within the framework of the labor union were assailed by ingrates.

"Men and women who have given their time in behalf of fellow-workmen have frequently received but scant considera-

tion and have often been the victims of malignant libel and covert betrayals," the article reported.

And in what light is the ingrate considered by his fellow man? Ingratitude is more hateful in a man "than lying, vainness, babbling, drunkenness, or any taint of vice whose corruption inhabits our frail blood," said Shakespeare forcefully.

Another author, of unknown origin, placed the ingrate a step lower than a dog. And still another came to the defense of the dog saying the ingrate was not worthy to be placed in the same category as a dog since a dog will follow us day and night through all kinds of treatment and then defend us whatever may be our faults.

### The Simple Facts

How many times have you been asked the question "What has your union done for you?" or "What good are unions, anyhow?" And in giving your answer have you been as convincing as you might have wanted to be?

The next time this question is asked of you just cite your questioner a few facts on how life was before unions appeared on the American scene.

For instance, our magazine reported that twenty-five years ago (1888) the teamster slept in the hay loft, too weary and tired to go home for a few hours' rest.

The brewery worker, compelled to labor a fourteen and sixteen-hour day was forced to stimulate himself by the excessive use of beer.

The printer, with his twelve and fourteen-hour work day on morning papers, accepted debauchery as part of the price of his job.

Today all three trades enjoy respectable wages, shorter hours and healthful and safe working conditions.

And who led the fight for the free public school system, child labor legislation? And who benefits from all this? Why the union worker, of course. But so does his non-union, free-riding friends!

### Same Old Refrain

It often seems the old songs are sometimes the best ones. But they were soon played over and over until people eventually tired of them and then they would die and fade away. Then someone would come along, make a new arrangement of the same old song, and off we would go again.

This apparently happens with industrialists' tricks to cheat workers. Back fifty years ago a big twine mill moved its plant abroad to escape demands for higher wages and fewer hours of work. In the 1950's a move began, now tapering off we hope, whereby big textile mills in New England and other industries were moving south to avoid paying fair wages.

Of course methods of cheating workers and the community out of a living have been refined and made more sophisticated over the years, like the old songs, brought up to date. Now instead of moving the whole operation to a foreign land or across a border, U.S. industrialists send raw materials to a foreign country and then receive the finished product. Everything from steel ships to white shirts are being processed this way in the Soaring Sixties by our benevolent industrialists.

I bet these same industrialists who have their goods made in foreign countries and sell them back here in the good old U.S.A. would be damn sore if the Americans consumer started doing all his shopping in overseas markets.







**MOVING?**

*Insist on Safe*

**TEAMSTERS SERVICE**

